# CYCLE NEWS

Bonus: MX champions poster

America's w[illegible]cycle newspaper November 7, 1990: Number 44 (outside the U.S. $2.50) $1.75

# What a year!

## How the 1990 Motocross & Supercross titles were won

# We designed our new susp with the best fram

The winningest frames in all of motocross. On the winningest bikes in all of motocross.

Capturing 22 out of a possible 32 National Championships over the past 8 years.

But even after another picture-perfect series, with Jeff Stanton and Jean-Michel Bayle finishing 1-2 in '90 Supercross, we decided it was time to examine our suspension system. Again.

Three years ago, our engineers turned the motocross world completely upside down. By doing the same to our Showa™ fork. This year they decided to ease up a bit. So they gave our fork a smoother action throughout the stroke.

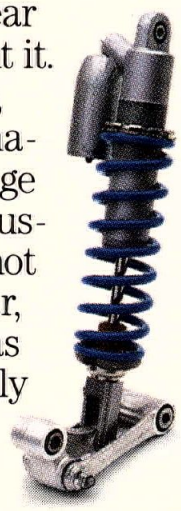
They accomplished this feat in a number of ways. Adding a larger diameter cartridge and damper rods. Revising the spring rates. Anodizing the inner surface of the upper fork legs. And implementing a "spring-above-cartridge" design.

All of this leading to a fork that works better over a broader range of terrain. A fork that's more precise. And less fatiguing.

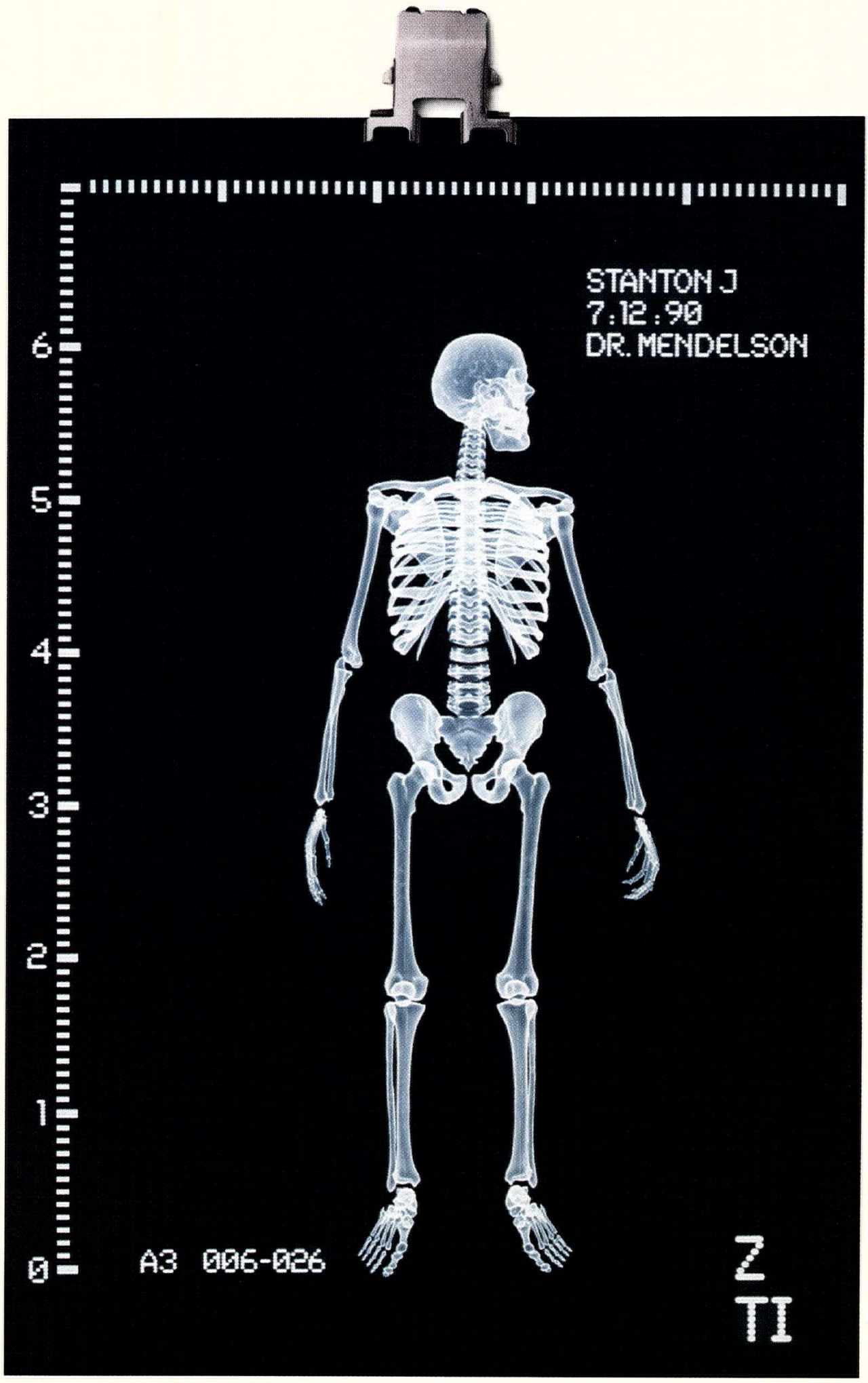
Proof that winning doesn't really have to be so hard.

Still need more proof? Well this year you'll be in for another shock. A Kayaba™ rear shock to be exact. Less harsh. More durable.

The fully adjustable KYB will help keep your rear wheel where you want it.

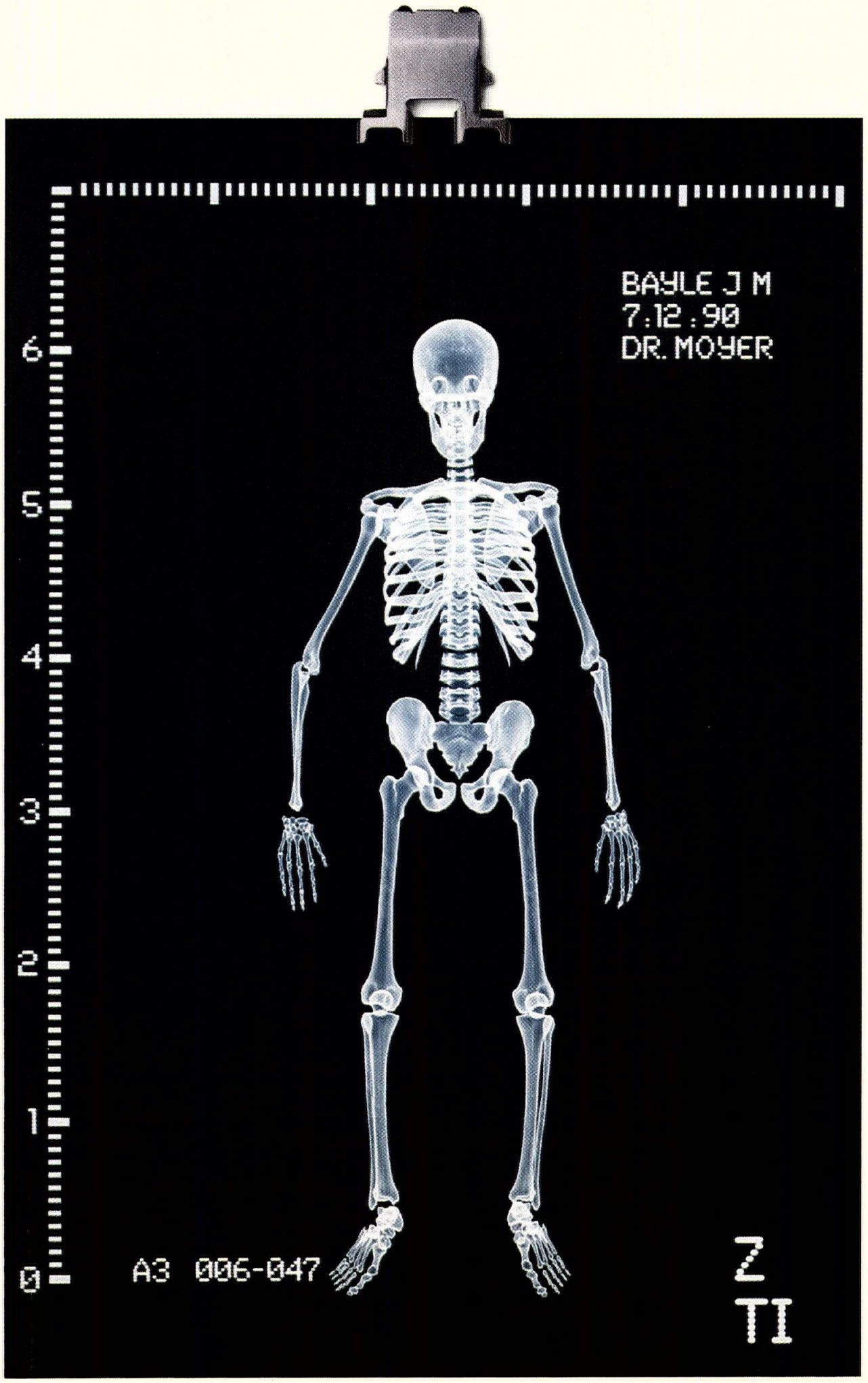


And furthermore, because of the dramatically reduced linkage friction in our rear-suspension system, you not only get reduced wear, but smoother action as well. After all, we really hate to see our riders take a beating.



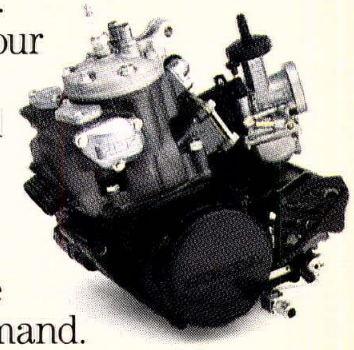

*Specifications and availability subject to change without notice. For a free brochure, see your Honda Dealer or write: American Honda, Dept. 91, P.O. Box 7055, North Hollywood, CA 91609-7055.

# ension to work in harmony
# es in the business.




We hate it so much that we also improved our legendary CR engines. Even after all the rave reviews they got last year.

The CR500R is a case in point. A newly designed combustion chamber gives the engine more low-end punch.



And all of our CRs feature a newly modified carburetor. To pull out even more low-end and mid-range power on command.

And with all that muscle, what better time to cut down on the fat. So we added slimmer and more compact works-style body components on the CR125R and CR500R. Just like on the '90 CR250R.

Lastly, every CR we make is built to last. Because we understand that while a race may last for 2 motos, a season lasts for 20. Or 50. So your bike should, too.

For 1991, we have created what we believe are the most physically dominating motocross bikes ever assembled. But don't just take our word on it. Race one.

You'll feel it in your bones.

How you ride is as important as what you ride. So please read our safety information ad elsewhere in this magazine.

**HONDA**

*Come ride with us.*

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# Finally, some bills for motocross racing you're going to like.

Our 1991 CR™ Contingency Program is the biggest. Ever. With over 3.5 million dollars ready to be handed out to '91 CR riders in events all over the U.S.

Still, we've managed to keep it simple: you can win money for first, second and third. That means 500, 300 and 150 dollars. Sometimes, even more.

If you're a pro, that's cash.

If you're an amateur, it's gift certificates. Good for Genuine Honda Parts and Hondaline® accessories.

Check the schedule to see where you could win some serious money.

But don't sit around on your wallet. Go see your Honda Dealer now. Because if you're on anything but a new CR this year, it could really cost you.

**HONDA**

*Come ride with us.*

ALWAYS WEAR A HELMET, EYE PROTECTION AND PROTECTIVE CLOTHING, AND PLEASE RESPECT THE ENVIRONMENT. Obey the law, and read your owner's manual thoroughly. CR™ and Hondaline® are Honda trademarks. © 1990 American Honda Motor Co., Inc. (10/90)

## AMA AMATEUR REGIONAL QUALIFIER SERIES

8 Events x 25 Classes—$190,000

Amateur:

1st $500 2nd $300 3rd $150

| | | |
|---|---|---|
| 85 STK 7-11 | 250 C NOVICE STK | |
| 85 STK 12-13 | 250 C NOVICE MOD | |
| 85 MOD 9-13 | 250 B STK | |
| 85 STK 14-15 | 250 B MOD | |
| 85 MOD 14-15 | 250 A STK | |
| 125 STK 12-15 | 250 A MOD | |
| 125 MOD 12-15 | OPEN B/C | |
| 125 C NOVICE STK | OPEN A | |
| 125 C NOVICE MOD | PLUS 25 | |
| 125 B STK | SR +30 | |
| 125 B MOD | SR +40 | |
| 125 A STK | WOMEN 85-125cc | |
| 125 A MOD | | |

## AMA AMATEUR NATIONAL FINAL

1 Event x 25 Classes—$75,000

Amateur:

1st $1500 2nd $1000 3rd $500

| | | |
|---|---|---|
| 85 STD 7-11 | 250 C NOVICE STK | |
| 85 STK 12-13 | 250 C NOVICE MOD | |
| 85 MOD 9-13 | 250 B STK | |
| 85 STK 14-15 | 250 B MOD | |
| 85 MOD 14-15 | 250 A STK | |
| 125 STK 12-15 | 250 A MOD | |
| 125 MOD 12-15 | OPEN B/C | |
| 125 C NOVICE STK | OPEN A | |
| 125 C NOVICE MOD | PLUS 25 | |
| 125 B STK | SR +30 | |
| 125 B MOD | SR +40 | |
| 125 A STK | WOMEN 85-125cc | |
| 125 A MOD | | |

## HONDA BIG BUCKS SHOOTOUT/ NEW JERSEY STATE CHAMPIONSHIPS & KAWASAKI RACE OF CHAMPIONS

3 Events x 15 Classes—$42,750

Amateur:

1st $500 2nd $300 3rd $150

| | | |
|---|---|---|
| 80 10-11 | 125 AMT | ADULT SEN |
| 80 12-13 | 250 NOV | SUPER SEN |
| 80 14-15 | 250 AMT | SENIOR EXP |
| 125 NOV | OPEN AMT | +25 |

Professional:

1st $500 2nd $300 3rd $150

125 PRO EXP 250 PRO EXP 500 PRO EXP

## AMA WINTER NATIONAL OLYMPICS

2 Events x 23 Classes—$43,700

Amateur:

1st $500 2nd $300 3rd $150

| | |
|---|---|
| 85 STK 7-11 | 250 B STK |
| 85 MOD 7-11 | 250 B MOD |
| 85 STK 12-13 | 125 C STK |
| 85 MOD 12-13 | 125 C MOD |
| 85 STK 14-15 | 250 C STK |
| 85 MOD 14-15 | 250 C MOD |
| 125 STK 12-15 | 250/500 A STK |
| 125 MOD 12-15 | EXP/PRO-AM |
| 125 A STK | 250/500 A MOD |
| EXP/PRO-AM | EXP/PRO-AM |
| 125 A MOD | 500 NOV |
| EXP/PRO-AM | PLUS 25 |
| 125 B STK | PLUS 30 SEN |
| 125 B MOD | |

## CMC GOLDEN STATE NATIONAL SERIES

8 Events x 24 Classes—$312,000

Amateur:

1st $500 2nd $300 3rd $150

| | | |
|---|---|---|
| 80 OPEN | 125 INT | VET JUN |
| 80 BEG | 250 BEG | VET INT |
| 80 JUN | 250 JUN | VET MAS |
| 80 INT | 250 INT | OT JUN |
| 80 EXP | 500 BEG | OT INT |
| 125 BEG | 500 JUN | OT MAS |
| 125 JUN | 500 INT | |

Professional:

1st $3000 2nd $1500 3rd $500

125 PRO 250 PRO 500 PRO VET PRO

## MAMMOTH MOUNTAIN MX

1 Event x 18 Classes—$11,575

Amateur:

1st $300 2nd $150 3rd $75

| | | |
|---|---|---|
| 80 JUN | 125 INT | VET JUN |
| 80 INT | 250 JUN | VET INT |
| 80 EXP | 250 INT | SENIOR |
| 125 JUN | 500 JUN | WOMEN JUN |
| | 500 INT | |

Professional:

1st $500 2nd $300 3rd $150

| | | |
|---|---|---|
| 125 EXP | 500 EXP | VET EXP |
| 250 EXP | | WOMEN EXP |

## CMC DESERT STATE CLASSIC/ MID-SUMMER NIGHT CLASSIC & COPPER STATE CLASSIC SERIES

24 Events x 24 Classes—$302,400

Amateur:

1st $300 2nd $150 3rd $75

| | | |
|---|---|---|
| 80 9-11 | 125 INT | VET JUN |
| 80 BEG | 250 BEG | VET INT |
| 80 JUN | 250 JUN | VET MAS |
| 80 INT | 250 INT | OT JUN |
| 80 EXP | 500 BEG | OT INT |
| 125 BEG | 500 JUN | OT MAS |
| 125 JUN | 500 INT | |

Professional:

1st $300 2nd $150 3rd $75

125 PRO 250 PRO 500 PRO VET PRO

## GNC REGIONALS/FINAL & GOODTIME NATIONAL

6 Events x 21 Classes—$119,700

Amateur:

1st $500 2nd $300 3rd $150

| | |
|---|---|
| 85 7-11 MOD | 250 NOV MOD |
| 85 7-11 STK | 250 NOV STK |
| 85 12-13 MOD | 250 INT MOD |
| 85 12-13 STK | 250 INT STK |
| 85 14-16 MOD | OPEN |
| 85 14-16 STK | +30 NOV |
| 125 NOV MOD | +30 INT |
| 125 NOV STK | +30 MAS |
| 125 INT MOD | +40 |
| 125 INT STK | |

Professional:

1st $500 2nd $300 3rd $150

125 EXP 250 EXP

## NMA GRAND NATIONAL CHAMPIONSHIP & WORLD MINI GRAND PRIX

2 Events x 26 Classes—$49,400

Amateur:

1st $500 2nd $300 3rd $150

| | |
|---|---|
| 83 STK 9-11 | 125 STK BEG |
| 83 MOD 9-11 | 125 STK NOV |
| 83 STK BEG 12-16 | 125 MOD NOV |
| 83 STK NOV 12-16 | 125 STK INT |
| 83 MOD NOV 12-16 | 125 MOD INT |
| 83 STK INT 12-16 | 250 STK NOV |
| 83 MOD INT 12-16 | 250 MOD NOV |
| 83 STK EXP 12-16 | 250 STK INT |
| 83 MOD EXP 12-16 | 250 MOD INT |
| 105 MOD 9-11 | 500 MOD AM |
| 105 MOD 12-18 | VET |

Professional:

1st $500 2nd $300 3rd $150

| | |
|---|---|
| 125 STK PRO | 250 STK PRO |
| 125 MOD PRO | 250 MOD PRO |

## GFI WINTER SERIES

12 Events x 20 Classes—$146,400

Amateur:

1st $300 2nd $150 3rd $75

| | | |
|---|---|---|
| 80 BEG | 125 NOV | 500 NOV |
| 80 NOV | 125 INT | 500 INT |
| 80 INT | 250 BEG | VET NOV |
| 80 EXP | 250 NOV | VET INT |
| 125 BEG | 250 INT | OLD TIMERS |
| | 500 BEG | |

Professional:

1st $500 2nd $300 3rd $150

125 PRO 250 PRO 500 PRO VET PRO

## MMDA SILVERDOME INTERNATIONAL AMATEUR SUPERCROSS SERIES

8 Events x 15 Classes—$114,000

Amateur:

1st $500 2nd $300 3rd $150

| | |
|---|---|
| 80 7-11 | 125 A |
| 80 12-15 | 125 B |
| 80 C 12-15 | 125 C |
| 125 JR 12-15 | 250 A |
| WOODS 30 + | 250 B |
| SENIOR 40 + | 250/OPEN C |
| SENIOR 50 + | OPEN A/B |
| | + 25 |

## NESC SERIES

36 Events x 13 Classes—$276,300

Amateur:

1st $300 2nd $150 3rd $75

| | | |
|---|---|---|
| 85 JUN | 125 AM | OPEN AM |
| 85 SEN | 250 NOV | VET |
| 125 JUN | 250 AM | S. VET |
| 125 SEN | | +40 VET |

Professional:

1st $500 2nd $300 3rd $150

125 EXP 250 EXP

## AMA FLORIDA WINTER AM SERIES

5 Events x 17 Classes—$121,250

Amateur:

1st $500 2nd $300 3rd $150

| | | |
|---|---|---|
| 85 7-11 | 125 A | PLUS 25 |
| 85 12-13 | 125 YOUTH 12-15 | PLUS 30 |
| 85 14-15 | 250 C | PLUS 35 |
| 125 C | 250 B | PLUS 40 |
| 125 B | 250/500 A | 500 NOV |

Professional:

1st $3000 2nd $1500 3rd $500

125 PRO 250/500 PRO

## AMA AMATEUR NATIONAL CHAMPIONSHIP SUPERCROSS SERIES

17 Events x 15 Classes—$242,250

Amateur:

1st $500 2nd $300 3rd $150

| | | |
|---|---|---|
| 85 7-11 | 125 A | PLUS 25 |
| 85 12-13 | 125 YOUTH 12-15 | PLUS 30 |
| 85 14-15 | 250 C | PLUS 35 |
| 125 C | 250 B | PLUS 40 |
| 125 B | 250/500 A | 500 NOV |

## AMA OUTDOOR NATIONALS

13 Events x 3 Classes—$405,000

Professional:

| 1st | 2nd | 3rd | 4th | 5th |
|---|---|---|---|---|
| $5000 | $4000 | $3000 | $2000 | $1000 |

125 PRO — 14 events
250 PRO — 7 events
500 PRO — 6 events

## AMA SUPERCROSS SERIES

17 Events x 2 Classes—$663,000

Professional:

| | |
|---|---|
| 1st $5000 | 1st $10000 |
| 2nd $4000 | 2nd $ 5000 |
| 3rd $3000 | 3rd $ 4000 |
| 4th $2000 | 4th $ 3000 |
| 5th $1000 | 5th $ 2000 |
| 125 PRO | 250 PRO |

## CMC PAC WEST/SPRING CLASSIC/ TRANS CAL & SUMMER SERIES

32 Events x 24 Classes—$457,600

Amateur:

1st $300 2nd $150 3rd $75

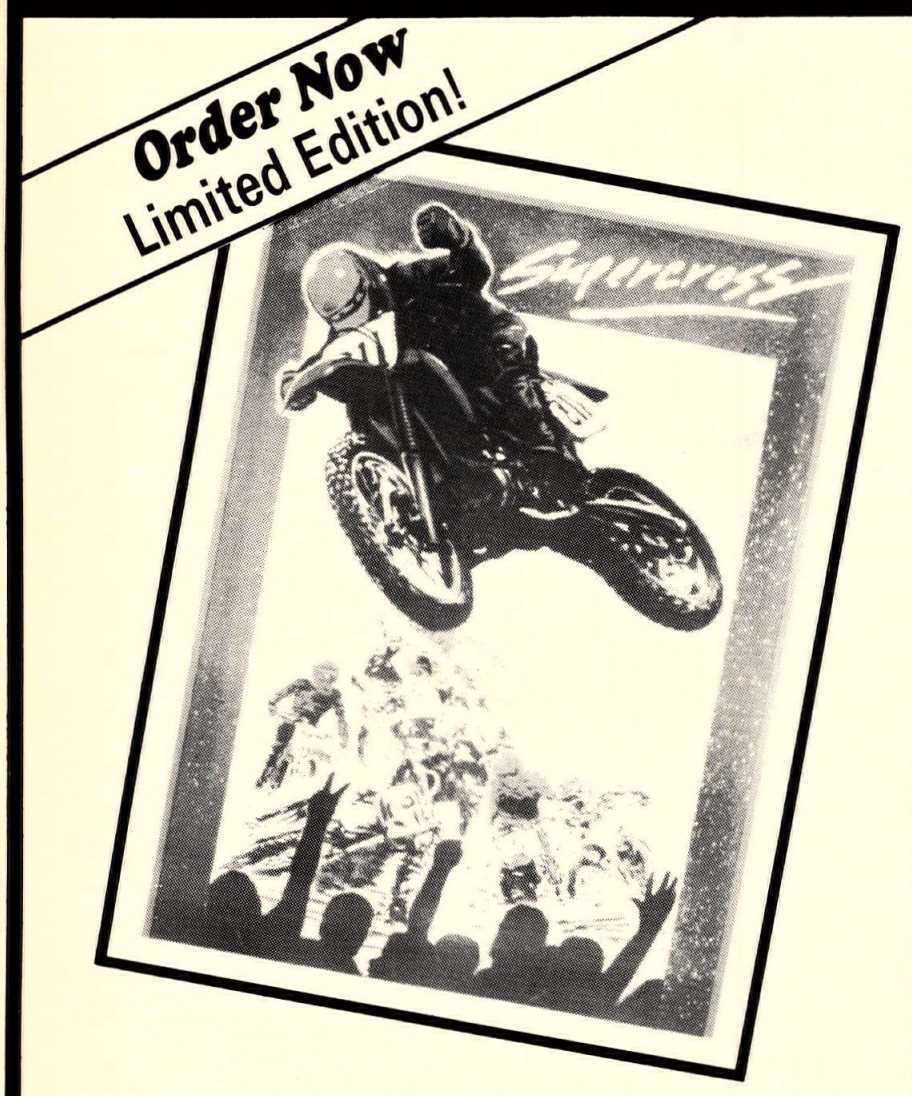
| | | |
|---|---|---|
| 80 9-11 | 125 INT | VET JUN |
| 80 BEG | 250 BEG | VET INT |
| 80 JUN | 250 JUN | VET MAS |
| 80 INT | 250 INT | OT JUN |
| 80 EXP | 500 BEG | OT INT |
| 125 BEG | 500 JUN | OT MAS |
| 125 JUN | 500 INT | |

Professional:

1st $500 2nd $300 3rd $150

125 PRO 250 PRO 500 PRO VET PRO

# Fine Art Print Sale




## *When would you pay $99.00 for a piece of paper?*

**Well,** if that is imported, museum quality D'Arches 22"x19" paper that carries an original Jeff Gundlach **Supercross** printed in nine permanent colors and was breathed on signed and numbered by the artist, I'd do it now.

Supercross is the last limited edition fine art print in the series commissioned by Cycle News for you, the reader.

I am sure Supercross will delight the dirt riding contingent as much as Isle of Man, Bol D' Or and Daytona impressed the road racers, so Cycle News is offering the same guarantee: Your money will be refunded cheerfully (grr!) if you are not completely satisfied with your brand new Supercross fine art print.

***Charles Clayton***
***Pres. Cycle News Inc.***

**COUPON**

**(No P.O. Box please)**

Okay, rush me print(s) of the new Supercross limited edition at $99.00 each. I understand I can send the product back for a full refund within 30 days if I am not satisfied.

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**Address** _____

**City** _____ **State** _____

**Zip** _____ **Phone** _____

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# IN THE WIND By Papa Wealey

**Thomas Stevens** has signed a one-year contract with Vance & Hines Yamaha to contest the 1991 AMA National Championship Superbike Road Race Series, according to team owner Terry Vance. At this point, however, no second rider has been signed. "Signing Thomas (Stevens) was our main thing," Vance said. "We think he's our ace in the hole. The rest is in limbo right now; we've been waiting to see how Ski (David Sadowski) is doing with his back." Vance says the team will possibly have three riders, with the third rider competing only in the AMA/CCS 600cc Supersport Series on the team's FZR600. Stevens finished in a tie for fourth with his teammate Sadowski in the 1990 Superbike Series.

**Scott Russell**, the third ranked AMA Superbike racer in 1990, has inked a deal to ride Rob Muzzy's Kawasakis again in 1991. It is likely that Russell will also defend his AMA/CCS 750cc Supersport Championship in '91, but will not compete in the 600cc Supersport Series, according to Muzzy. "We have Scott Russell for AMA Superbike and possibly 750cc Supersport," Muzzy said. The team still may field a 600cc rider and an additional rider for a second Kawasaki ZX750 Superbike. "We felt that Scott (Russell) was our best shot and if we do have a second rider it will probably be a young guy that we can bring up."

Muzzy is also still trying to put together a Kawasaki-equipped World Superbike team for **Doug Chandler**. Chandler, however, is in limbo at this point while waiting to see if he receives any offers for a 500cc Grand Prix ride. "We're still trying to put something together for Doug, and we're getting closer as time goes by to getting him on a superbike," Muzzy said. "He's (Chandler) kind of holding up Kawasaki's (World Superbike) plans right now."

While Yamaha and Kawasaki are close to having their AMA Superbike efforts finalized, **Yoshimura** has yet to sign a rider to campaign their Suzuki GSXR750 superbikes next year.

Suzuki's **Guy Cooper** was presented a key to the city of Stillwater, Oklahoma, for winning his first-ever 125cc MX National Championship. Cooper is a native of the northern Oklahoma city.

**Jeff Emig** is rumored to be joining **Damon Bradshaw** on the Yamaha MX team in 1991. Emig would likely compete in the 125cc Nationals and Western Regional Supercross Series since Bradshaw recently signed a three-year contract with Yamaha to compete in the 250cc National MX and Camel Supercross Series. **Doug Dubach** is currently negotiating with Yamaha for support in '91.

Former two-time 125cc MX National Champion **Micky Dymond** says he would like to return to a full season of racing next year if he can come up with some support. "I have a few offers, but nothing solid," said Dymond, who competed in the last two 500cc Nationals and Kawasaki Race of Champions in Englishtown, New Jersey. Dymond says he will compete in a few European supercrosses before the end of the year and hasn't ruled out the possibility of racing GPs full time. "If things don't work out I'll just go back to school."

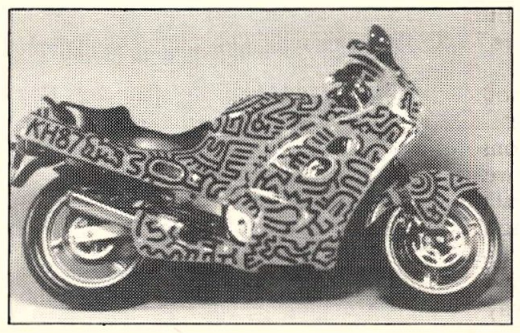
Motocrosser **Ryan Hughes** has reached an agreement with Kawasaki to contest the 1991 125cc Nationals and Eastern Regional Supercross Series. Hughes, a Kawasaki Team Green-supported rider in '90, will continue to race under the Team Green program in a joint program with the Kawasaki racing team. The southern Californian will relocate to North Carolina to be eligible for the Eastern Regional Supercross Series and to reduce travel expenses.

Texan **Kevin Schwantz** was in Le Mans, France, at presstime, testing a Porsche he may drive in the Daytona 24 Hours in February. Following the test, Schwantz will return home for one day before flying to Italy where he will undergo carpal tunnel surgery on his wrist. He will then head to England where he will participate in a fund-raiser for Save The Children.

Former 125cc MX National and Supercross champ **Johnny O'Mara** will likely be racing mountain bicycles next year instead of motorcycles. Nearly all of the 1991 factory MX teams are complete and O'Mara, who has said that he would retire if he couldn't obtain a factory contract, hasn't been named to any of the teams. O'Mara says he has support to race bicycles, but that he'd rather race motorcycles.

**Randy Renfrow,** the 1990 AMA Superbike Championship runner-up, will most likely be aboard a Commonwealth Honda RC30 again in 1991. "Right now it looks real good that I'll be riding for Commonwealth in a real positive looking program," Renfrow said. "We'll have another year under our belts and we'll be getting a lot more official help from Honda." On whether or not Renfrow will ride Honda's new CBR600 in the AMA/CCS Supersport Series in '91, the Virginian offered: "No comment."

# Graffiti art bike on auction block



Painted by the late Keith Haring, the most widely recognized of the group of artists who became popular in the 1980s with their graffiti-inspired street art, this 1987 Honda CBR1000 will be among the 100 rare, collectible and vintage motorcycles up for bid at the first-ever Rick Cole Motorcycle Auction. The auction will take place on Saturday, November 17, from noon to 5:00 p.m. at the Convention Center in Palm Springs, California, as part of the Palm Springs vintage car race meet. The Honda has thick, black lines painted on a red background with the trademark Haring crawling baby on the tail section. Two other bikes painted by graffiti artists, one by L.A. II and the other by Futura 2000, are included in the auction.

**Dave Bertram** (Suz) clinched the AMA National Championship Reliability Enduro Series title by finishing second overall behind **Aaron Hough** (Kaw) at the final round of the series in Minden, Nevada, October 28. **Larry Roeseler** (Kaw) was third overall.

**Scott Summers** (Hon) added the AMA/Wiseco/Yamaha/Yokohama Grand National Cross Country Series title to the AMA National Hare Scrambles Championship he won earlier in the season by scoring the overall win in round 11 of the 12-round cross country series at Bunner Ridge, West Virginia, October 28. **Jeff Russell** (Yam) finished second overall and **Mark Hyde** (KTM) rounded out the top three.

**Team Mad Dog** (Yam), with David Bassh, Larry Schwarzbach, Michael Barnes and Mike Harth sharing riding time, won the final round of the AMA/CCS EBC Endurance Challenge at Daytona International Speedway on October 29. Team Mad Dog completed 88 laps in the three-hour race to top **Fastline MCM Racing** (Suz) and **Team Magic** (Yam). The GTU class win went to **Northstar GTU** (Yam). The win gave the Minnesota-based team the GTU championship over Team Toomer, 104-101, who went into the race with the points lead but finished out of the points.

**Larry Schwarzbach** and **Fabian Cortez** were double Expert class winners at the AMA/CCS Race of Champions road race at Daytona International Speedway on October 26-28. Schwarzbach (Yam) won both the Solo GTU and Middleweight Supersport class while Cortez (Duc) won Middleweight Superbike and Heavyweight Supertwins. Other Expert class winners included Donald Jacks, Todd Henning, Tom Kipp, Jimmy Mosley, Jose Soares, Bill Loomis, Joe Cole, James Adamo, Mike Harth, Randy Texter, Scott Zampach and Brian Kent.

In Novice road race action at Daytona, **Lee Pounders** came away the big winner with four class wins. Pounders topped the Solo GTU, Middleweight Superbike, Heavyweight Supersport and Middleweight GP divisions.

**Rick Johnson** (Hon) was the Pro class winner at the October 27-28 3rd Annual Commotion by the Ocean MX at Carlsbad, California. **Micky Dymond** (Kaw) finished second and **Ryan Hughes** (Kaw) was third.

**John Myers** (Suz), who had clinched the series title in the previous round, turned in a winning 7.935-second, 170.26 mph run to win the Pro Stock final at the season-ending NHRA Winston Championship Drag Race Series round at Los Angeles County Fairgrounds in Pomona, California, October 28. Myers downed **David Schultz** (Kaw), whose losing numbers were 7.890/170.48.

Another in a series of **"Get Together for Good Times"** Kawasaki-sponsored ride-ins will take place on November 4 at the Rainbow Oaks Restaurant which is located on Old Highway 395, just south of Temecula, California, in San Diego County. Kawasaki and its dealers will be giving away a new EX500, along with other prizes donated by vendors, at the affair. Entry forms for the prize giveaway are available at local participating Kawasaki dealers and at the Rainbow Oaks Restaurant the day of the event. The event will raise money for the Temecula Volunteer Fire Department through souvenir sales and other activities. How to get there? If you're headed north on I-15, exit right on Mission, turn left on the frontage road (Old Highway 395, and the Rainbow Oaks Restaurant is approximately 2 miles on your right. Heading south on I-15, exit at Rainbow Valley Boulevard, turn left and cross over the highway. Make the first right on Old Highway 395 and the restaurant is approximately 1.5 miles on your left.

Camel Pro Series competitors **Steve Aseltine, David Durelle** and **Speedy Kell** are among the riders who will join Harley-Davidson factory riders **Scott Parker, Chris Carr** and **Kevin Atherton** as competitors in a series of short track races in Italy this winter. The December 7-8-9 races are being promoted by Numero Uno, Italy's Harley-Davidson importer, and will run in conjunction with the Bologna Motorcycle Show.

Four-time World Champion **Eddie Lawson** tested a Cagiva 500cc V-four road racer at Rijeka in Yugoslavia the week of October 22. Cagiva, who announced at the British GP in August that they would not enter the 1991 500cc World Championship, are reportedly reconsidering. Lawson rode a Team Marlboro Roberts Yamaha YZR500 in 1990, finishing seventh after missing several rounds due to injury. Sources close to Lawson say the Californian will more than likely stay with Roberts' team in '91.

At the request of several readers, here are directions to Hansen Dam Park, the site of the November 3 **AMA Dirt Days**: The park is located north of Los Angeles in the San Fernando

# BlueRibbon reviews legislators

The BlueRibbon Coalition, the Idaho-based non-profit organization dedicated to protecting the rights of off-road vehicle users and enhancing the emerging solidarity among all users of the public lands, has released its annual assessment of selected U.S. senators and congressmen in relation to their support of multiple-use and recreation.

"This list is not meant to be a complete evaluation of these political representatives," said BlueRibbon Communications Director Ed Wright. "We simply have evaluated their actions toward seeking a balanced solution in the management of public lands. So often representatives only listen to the preservationist scare-mongers and seek to further their special-interest agenda. This rating reflects that political position."

For its evaluation, BlueRibbon gave the legislators either a pass or fail grade, emphasizing that it is hard to make things black or white, for or against. While not all the legislators listed are up for election/re-election on November 6, many are.

### Senators

The following senators received a passing grade from BlueRibbon: Ted Stevens, Alaska; Pete Wilson, California; William Armstrong, Colorado; Steve Symms, Idaho; James McClure, Idaho; Conrad Burns, Montana; Jesse Helms, North Carolina; Bob Packwood, Oregon; Strom Thurmond, South Carolina; Jake Garn, Utah; and Alan Simpson, Wyoming.

BlueRibbon says, "Those who flunked, really flunked." The following senators received a failing grade: Alan Cranston, California; Timothy Wirth, Colorado; Edward Kennedy, Massachusetts; and Harry Reid, Nevada.

### Congressmen

"In the congressional arena, one has to admire a representative who bucks the green tide of preservationism sloshing through the halls of congress," says BlueRibbon.

The following congressmen received a passing grade: Don Young, Alaska; Bob Stump, Arizona; Ben Nighthorse Campell, Colorado; Larry Craig, Idaho; James Oberstar, Minnesota; Arlan Strangeland, Minnesota; Ron Marlenee, Montana; Barbara Vucanovich, Nevada; Bob Smith, Oregon; James Hansen, Utah; and Craig Thomas, Wyoming.

BlueRibbon offered a separate listing of California congressmen. "In California there is a strong list of supporters for environmental balance," said BlueRibbon. The California legislators received a passing grade: Glenn Anderson, Doug Bosco, Chris Cox, Bob Dornan, Wally Herger, Duncan Hunter, Jerry Lewis, Bill Lowry, Chip Pashayan, Dana Rohrabacher, and Norman Shumway.

The following congressmen received a failing grade: Morris Udall, Arizona; Bruce Vento, Minnesota; James McClure Clark, North Carolina; Pat Williams, Montana; James Bilbray, Nevada; Peter DeFazio, Oregon; Peter Kostmayer, Pennsylvania; Wayne Owens, Utah; Rod Chandler, Washington; John Miller, Washington; and Joene Unsoeld, Washington.

BlueRibbon issued a separate list of legislators from California who received a failing grade and they are: Jim Bates, Bob Matsui, Howard Berman, George Brown, Ron Dellums, Mel Levine, George Miller and Ron Dellums.

### Candidates of note

Wrapping up its review, BlueRibbon had the following to say about a select group of candidates: "In Montana, Brad Johnson receives a plus rating. Bob Dickenson also gets the thumbs-up in Nevada. Larry Craig, running for the U.S. Senate in Idaho, has been a studious student. 'Skip' Smyser, who is seeking to fill Craig's vacated house seat, gets our thumbs-up.

"Attempting to unseat Jolene Unsoeld in Washington is Bob Williams, who multiple users in that state support.

"In California, Pete Wilson has for several years stood up against Cranston's California Desert Protection Act. He is facing a tight race for governor but enjoys strong support from the multiple-use community."

*The BlueRibbon Coalition's motto is, "Preserving our natural resources* for *the public instead of* from *the public." The BlueRibbon Coalition offers memberships in a variety of categories; individual memberships are $20 per year, organization or business memberships are $100 per year. For more information, write: BlueRibbon Coalition, P.O. Box 1427, Idaho Falls, ID 83403-1427 . . . Editor.*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# IN THE WIND By Papa Wealey

Valley. From the 210 Freeway, take the Osborne Street exit and according to Pat Owens, the event organizer, "You can't miss the site. It's right after the exit and is centered on a dirt parking lot. The lot used to be asphalt, but some think they changed it to dirt to absorb all the oil leaking from my Triumphs!"

Kawasaki has announced a new membership club, **Good Times Owners Club**, that among other benefits offers members the opportunity to purchase low cost physical damage/loss insurance through dealers who hold a valid agent's or broker's license. The **Good Times Insurance Plan** coverage insures only Kawasaki motorcycles and/or ATVs owned by club members. The club's annual membership fee is $35. Other benefits include a quarterly newsletter; 800 toll-free number for services and benefits including travel information, reservation services and international driving permits; and a lost key return service.

**Yamaha** announced an **insurance plan** to its dealers last month, but reportedly jumped the gun as far as details of the plan are concerned. The original announcement package given to dealers said the cost of the comprehensive insurance was to be included in the suggested retail price of every street-legal Yamaha motorcycle, increasing the price by as much as $600, and was not deductible if a customer didn't want the insurance. Reportedly, there have been changes in the insurance package and a once-postponed press conference is scheduled to take place on Thursday, November 1.

White Bros. service manager **Bill Rychlik** will be offering **free suspension evaluation** on Sunday, November 4, at the **3rd Annual Veterans World MX Championships** at southern California's Perris Raceway. Take note that while the event runs both Saturday and Sunday, November 3-4, Rychlik will be offering the evaluations on Sunday only.

# Wayne Rainey's big day at home

Newly-crowned 500cc World Champion Wayne Rainey celebrated his highly-successful 1990 season on Friday, October 26, with a win in his own golf tournament and a celebration with family and friends at a local hotel in his hometown of Downey, California.

Rainey and his partners — three-time Grand National Champion Bubba Shobert, Ed Fleming and Mark Rogers — shot a 64 to win the Wayne Rainey Hook and Slice Open scramble golf tournament at the Rio Hondo Golf Course.

Three-time World Champion Kenny Roberts was the winner of the longest drive contest with his team finishing in a tie for second place in the tournament.

That night some 300 people honored Rainey in a banquet room of a local hotel, and the Team Marlboro Roberts rider was presented a trophy by Yamaha's Willie Amaradio on behalf of Yamaha Motor Corp. U.S.A.

Noted guests included four-time World Champion Eddie Lawson, and multi-time motocross champions Rick Johnson and Broc Glover.

**(Above) The winners. (Below) Rainey, with wife Shae, gets a trophy from Willie Amaradio.**

# FIM Congress held in Budapest

Several delegates from the American Motorcyclist Association (AMA) participated in the recent Congress of the Federation Internationale Motocycliste (FIM), held October 22-27 in Budapest, Hungary.

Among the U.S. delegates were AMA President Ed Youngblood and Professional Racing Special Projects Manager W.A. "Bill" Boyce, each of whom successfully sought new elected terms as FIM officers.

Youngblood was re-elected to a three-year term as an FIM Vice President and member of the FIM's Management Council. Boyce was voted to a three-year term as a member of the FIM Track Racing Commission.

Several developments of importance to motorcycle sport in the United States were ratified at the Budapest Congress.

*The FIM General Assembly approved the application of the AMA to host the 1992 FIM Congress in Columbus, Ohio. This will mark the first time the world governing body for motorcycle sport has convened its Congress in North America, and will coincide with festivities in Columbus commemorating the 500th anniversary of the continent's discovery by Christopher Columbus.

*The following World Championship dates for 1991 events to be held in the United States were confirmed.

| | |
|---|---|
| April 19-21: | Road Race Grand Prix, 250cc, 500cc and sidecar<br>Laguna Seca Raceway, Monterey, California★ |
| June 7-9: | World Superbike Series<br>Brainerd International Raceway, Brainerd, Minnesota |
| July 13-14: | 250cc Motorcross Grand Prix<br>Unadilla Valley Sports Center, New Berlin, New York |
| August 24-25: | 500cc Motocross Grand Prix<br>Glen Helen OHV Park, San Bernardino, California |

★Pending completion of circuit improvements requested by FIM by December 31, 1990

*The FIM General Assembly approved a plan aimed at eventual equalization of the cost of organizing grand prix events on a worldwide basis. Under that plan, the organizers of each road race grand prix held in Europe will contribute approximately $25,000 to a fund to help defray the added costs borne by non-European organizers. That amount will double in 1992. In the meantime, FIM will take steps toward a centralized travel coordinator for various world championships.

This plan was developed by a committee of FIM Vice Presidents chaired by AMA's Youngblood. Although it will initially be applied only to road race grand prix events, the long-term goal is for establishment of a common economic system for all FIM World Championship programs.

A number of well-known racers have entered the special Vintage Iron International Vintage Race which will take place on Sunday at the November 3-4 Veterans World MX Championships. **Rich Thorwaldson, Bruce McDougall, Tim Hart** and **Bryar Holcomb** are among the pre-entries. A change in the previously announced schedule offers pro riders who want to get some time on the track prior to Sunday's $4000 race, the opportunity to race in a Pro class race on Saturday. The Saturday event offers no purse, only the standard payback. In addition, any rider competing in the Expert class on Saturday will not be allowed to race in the Pro class on Sunday.

Long-time *Cycle News* contributor **Henny Ray Abrams** penned the September 23 New York Daily News Magazine cover story, Nearer My Road to Thee. The travel story also featured photos by Abrams, who covered 1100 miles in three days in New York State and New England on a Honda ST1100.

Ascot Park's **Chris Agajanian** made what he called a "bittersweet first and last" announcement last week concerning the **International Long Track Speedway National Championship** meet that will take place on November 9 at Ascot in Gardena, California. The event will be a "first" in that for the first time ever speedway racers from what was East Germany prior to the recent unification will race on the legendary Ascot half mile oval. They'll be taking on the likes of England's Jeremy Doncaster and a host of Americans, including **Mike Faria**, the new National Champion, and former National Champion **Bobby Schwartz**. The event will be a "last" in that the race will be the last AMA motorcycle race held at Ascot. The race track site is scheduled for development following the conclusion of this racing season.

The **33rd Annual New England Sports Committee Awards Program** will take place Sunday, November 25, at the Southwick Recreation Center in Southwick, Massachusetts. Tickets to the affair that will see doors open at 12 noon and activities last well into the evening, are available at $12 each plus a SASE (deadline November 11) from: NESC, P.O. Box 68, Greenfield, MA 01032.

**Cliff Carr**, the British road racer who made a name for himself here in the U.S. in the early '70s and who currently owns and operates Cliff Carr's Harley-

*Continued on page 52*


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# VOICES Letters to the editor

### Pete Wilson: For the record

As this Gubernatorial campaign is nearing its conclusion, I want to take this opportunity to thank CORVA and its members for your support. I was delighted when, within a few short weeks of my announcing for Governor in 1989, the delegates at your annual convention unanimously endorsed my candidacy.

You are all aware, I am sure, of my position on the California Desert legislation which has been before the Congress for the last three sessions. I have refused to support these bills until Senator Cranston agreed to add language to ensure that adequate recreational access will be provided. Senator Cranston has not been willing to produce such amendments, so I have been unwilling to back his so-called protection bill. As I said at the CORVA 18th birthday dinner in 1988, the California Desert should be protected for the people, not from the people.

On an important state issue, I am aware that off highway vehicle owners must register their vehicles with the DMV every two years, with the proceeds from the registration fees going to a Special Fund in the Department of Parks and Recreation to provide environmentally sound recreational opportunities for OHV enthusiasts.

I am concerned that the Democrat-controlled Legislature continues to siphon monies away from the Special Fund every time the state finds itself in a fiscal problem. Monies collected for a specific purpose represent a trust; they should be spent for the purposes specified, and not diverted to other uses. As Governor, I will work to protect the integrity of the OHV Fund.

Finally, I shall make qualified appointments representing the broad concerns of vehicle recreation to fill vacancies on the Off Highway Motor Vehicle Recreation Commission.

I'm glad I can count on your vote on November 6th, and I hope to be able to continue working with your leaders to provide recreation opportunities while still maintaining our high environmental standards.

**Pete Wilson**
**San Diego, CA**

*Senator Wilson sent the above letter to the California Off Road Vehicle Association (CORVA) on October 24. In addition to endorsing Wilson for governor, CORVA urges California off road vehicle users to vote "No" on Propositions 128, 130 and 149, and to vote for Dan Lungren for attorney general on November 6 . . . Editor.*

### Help build the War Chest

I am going to ride Battle to Victory 1990. My mom says there will be a special class and course for kids. It's going to be fun and will help to protect motorcyclists.

**Jon Bell**
**Long Beach, CA**

*Jon is the six-year-old son of Dana Bell, AMA District 37's legislative director. Battle to Victory (B-to-V) 1990 is a hare and hound race that will take place on November 24 in Lucerne Valley, California. The event will serve as a fund raiser for District 37's "War Chest," the legal defense fund which enables the district to continue to fight for the right to once again host the Barstow-to-Vegas race. For a Battle to Victory entry form, send a SASE to B-to-V 1990, 814 Cobb Ave., Placentia, CA 92670. For more information, call 213/438-6527 . . . Editor.*

### Those were the days

Papa really got me going with the chat about Ontario in In The Wind. It was a helluva place for a young Limey mail-order racer who was asked to race for one Kevin Cameron. Ontario Speedway had so many stories. It was so magnificent, those five-star facilities with the roll-in backdrop of mountains (views courtesy of smog on any given day!). What a trip!

My first full season in the U.S.A. was in 1971, and at Ontario I was caught in the great "Bob Bailey Oil Slick" in turn eight or somewhere. Must've been 10 of us down — Yvon, Nixon, etc., etc. What a great race that was. Kel on the Yamaha 350, Coop (or "Wadder" as he was known in the U.K.) on the BSA 750, and every other brand represented, including Fisher on a Honda, the Suzukis of Nicholas, Grant, Baumann (whatever happened to "Art The Dart?"), Harley-Davidsons from Cal, Mert and the next year Paso too, Kawasakis for me, Yvon, Grant (later), Walt Fulton, Ralph White, Ginger Malloy, etc.

Yes sir, Papa, your two paragraphs really got me going. For I was so privileged to race with so many great racers, who were all such great characters. I'd done my bit (apprenticeship overseas in the sixties in National, International and Grand Prix stuff and went back later), but that period of 1969-1974 was fabulous! Sir Mike "The Bike" Hailwood, Sir Barry Sheene, Ago, Paso, Geoff Perry, Dave Smith, Burrito, Aldana, Vesco, Smarty, etc. Oh, so many wonderful memories. Bugsy, Jim Rice, Mashburn, Castro, etc., etc. And Kenny Roberts before he was a "King." A young kid who couldn't read a map (my ex-wife, Diane, has a great story about K.R. driving 800 miles out of his way — she was riding with him to meet me at Road Atlanta — 'cause the name kinda looked the same. Gainesville/Granville?)

Anyway, Papa, Smarty won at Ontario in '72 on a three-cylinder *Kawasaki*, after I gave him the race with 220 miles done. Kevin's home-made crank failed and our black H2 missed $30,000 of contingency by a whisker, and as a result all future contingency winners had to be green. No one knew who those black masked men were! We led almost every National that year. I got a factory ride in '73 and Kevin still couldn't make 'em finish! Led 'em all again with a best at Laguna Seca behind Gary Nixon.

**Cliff Carr**
**Santa Barbara, CA**

*Papa had Paul "Smarty" Smart winning the 1972 Ontario National Championship road race on a Triumph in one of the Wind items you refer to. He appreciates your correction, Cliff, and thanks you for sharing your memories . . . Editor.*

### That's Nirschl

I was lucky enough to get my name in your great newspaper, but unfortunately my name was spelled wrong. My name is not Hirschle, but Nirschl.

**Jonathan D. Nirschl**
**Fayetteville, NC**

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**ON THE FRONT PAGE:**

Jeff Matiasevich was just one of the many talented young riders to gain prominence during the 1990 AMA Camel Supercross and National Championship MX season, which is reviewed on page 6. Photo by Ken Faught.


CYCLE NEWS

**America's weekly motorcycle newspaper**

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**National Headquarters**
2201 Cherry Ave., Long Beach, CA 90806,
P.O. Box 498, Long Beach, CA 90801-0498
(213) 427-7433; 213/636-8844.
FAX (213) 427-6685

**Eastern Office**
4190 First Ave., Tucker, GA, 30084;
mailing address P.O. Box 805,
Tucker, GA 30085-0805.
(404) 934-7850. FAX (404) 934-3112

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# Second To None In '91!

## *The Latest RM Lineup Is Hotter Than Ever.*

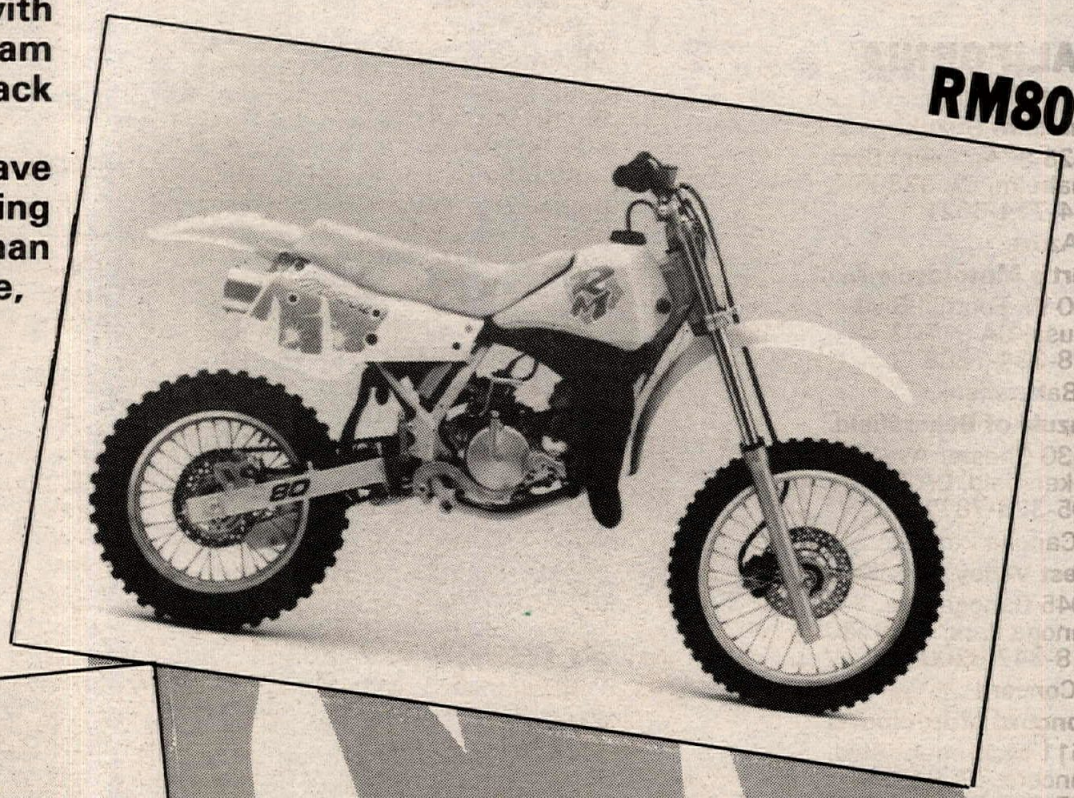
The extended forecast: above normal temperatures for the next year. Prepare for a heat wave, because Suzuki has just rolled out its 1991 line of RM motocrossers. Packed with developments and features proven with Team Suzuki, the '91 RMs are ready to burn up the track and the competition like never before.

Power, suspension, handling and durability have all been enhanced on every model, which is going to put even more heat on the competition than last year. And with a wild new graphics scheme, they'll be turning heads in the pits as much as on the race track.

**"Bottom" Line . . .**

**Check out the HOT 1991 Suzuki RM lineup at these Suzuki dealers!**

**RM80**

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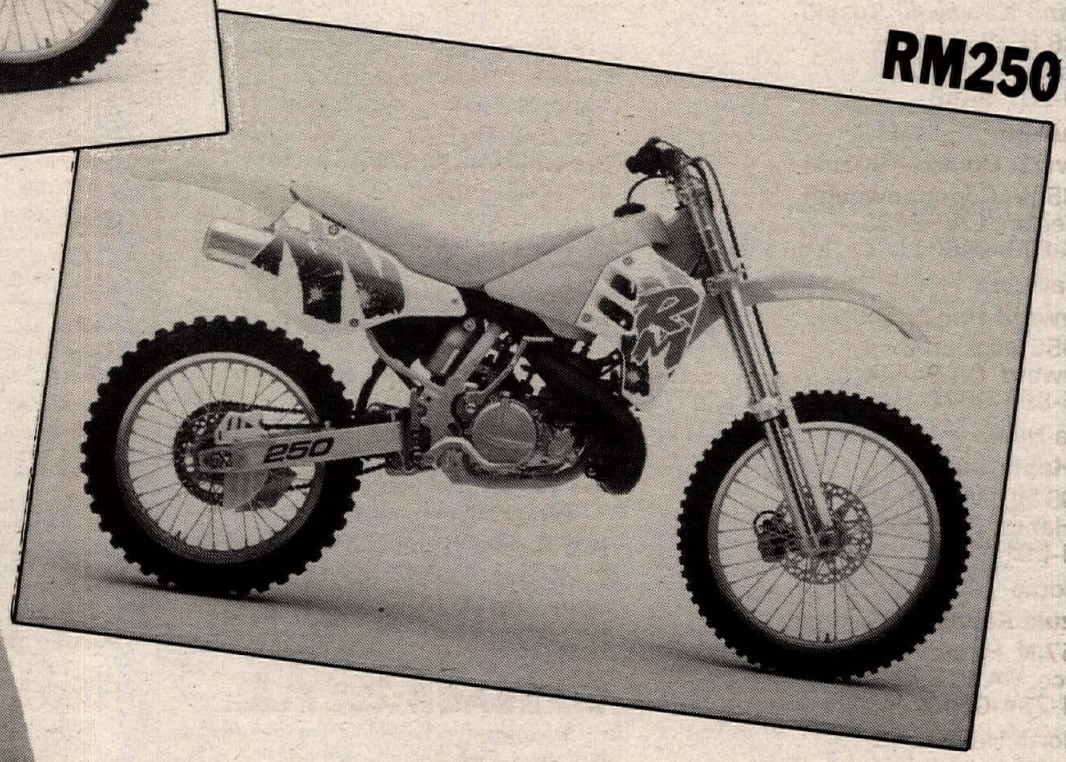

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# REVIEW 1990 AMA professional MX season

# New blood, old champs

**By Nate Rauba**
**Photos by Ken Faught, Kit Palmer, Tom Strattman and Rauba**

Many people thought that 1990 was to be the year of the "changing of the guard" in AMA professional motocross, but the established veterans beat off the youngsters' attacks to claim all four of the major championships at the end of the year.

At the beginning of the season the common prediction was that the new generation of riders, such as Damon Bradshaw, Mike Kiedrowski, Jeff Matiasevich and Larry Ward, would steal the thunder from veterans like multi-time National Champions Rick Johnson, Jeff Stanton and Jeff Ward. But after 31 National Championship events, the vets were the ones holding the number one plates.

When the season ended at Unadilla in mid October, only one title had changed hands: 28-year-old Guy Cooper narrowly edged out defending champ Kiedrowski for the 125cc National crown. Jeff Stanton retained his number one plates in the Camel Supercross and 250cc National MX Series, while Jeff Ward successfully defended his 500cc National crown.

### Camel Supercross Series

When the season started at the end of January, the youngsters blazed to the front of the pack and dominated the first four supercross races. Yamaha's Damon Bradshaw, the 1989 125cc Eastern Regional Supercross champ, won his first American supercross at the opening round in Anaheim and the 17-year-old youngster looked like he'd be unstoppable when he also dominated the next round in Houston.

But then the highly-touted rider from North Carolina crashed while leading the third round at San Diego and injured his foot. It was the first crack in the "new guard's" advance as defending Camel Supercross champ Stanton capitalized on the mistake and won his first race of the season. The win gave Stanton a brief lead in the point standings, while Bradshaw was hampered by the injury and was then forced to sit out two rounds so that it could heal. When he came back he won three more rounds.

At 21 years of age at the beginning of the season, Honda's Stanton was still one of the younger riders on the circuit, yet he had competed with the older superstars for several years. The

**Jeff Stanton (1) and Jeff Ward (3) battled for the 250 and 500cc National Championships where each rider earned a title.**

Michigan rider admitted that the pressure of wearing the number one plate was tremendous. His early-season performances showed the strain of that pressure and he only broke into the top five twice in the first five rounds.

"I had problems with the pressure of holding the number one plate," Stanton said early in the season. "I'm riding terrible, that's all there is to say," he had also said prior to his San Diego victory.

Just when it appeared he'd crack after a 16th-place finish at Atlanta, Stanton pulled off his second consecutive Daytona Supercross win and was back in the hunt.

Stanton's title defense strategy was to start slowly and concentrate on posting consistent finishes in the early rounds of the 18-race series, but that left him third in the standings despite his win at the sixth round at Daytona. Kawasaki's two-time 125cc Western Regional Supercross champ, Jeff Matiasevich, was turning in consistently good performances and was in the points lead, despite the fact that he didn't win a race until round seven in Las Vegas.

At one point Matiasevich held a 21-point lead as Stanton fought for control of second with Suzuki's Larry Ward, who scored his first American supercross win at the fourth round in Seattle. But 20-year-old Ward began having problems in the second half of the season and dropped back to sixth in the final standings.

Matiasevich began to feel the pressure of being on top of the standings as the series wore on, and his results deteriorated. In the second half of the series, Matiasevich was often near the front at the beginning of the mains, but whenever Stanton got close Matiasevich often caved in under the pressure.

"I've been worrying about losing the points lead all year," Matiasevich would later say.

Not only was Stanton closing in, but 21-year-old Jean-Michel Bayle was rapidly gaining on the two contenders. Frenchman Bayle, the former 125 and 250cc World Champion, missed two rounds early in the season after he injured his elbow during practice in Houston.

When Bayle rejoined the series he was 14th in the standings, but steadily climbed back into contention with consistent top-five finishes. Then Bayle really went on a roll, winning in Dallas and at two of the following three rounds to climb to third in the standings.

Bayle then hit trouble in Charlotte when he crashed several times during the main, once with teammate Kiedrowski which created a bitter rift

**Guy Cooper (left) had Bob Hannah (right) and the rest of the Suzuki team to support him on the way to his first-ever 125cc MX National Championship.**

**Jeff Matiasevich (20) led much of the Camel Supercross Series until Jean-Michel Bayle (22) and Stanton (1) overtook him late in the season.**

## National Championship 250cc MX Series final point standings

| | |
|---|---|
| 1. Jeff Stanton | 301 |
| 2. Jeff Ward | 294 |
| 3. Mike LaRocco | 237 |
| 4. Damon Bradshaw | 215 |
| 5. Johnny O'Mara | 196 |
| 6. Larry Ward | 188 |
| 7. Mike Fisher | 177 |
| 8. Doug Dubach | 160 |
| 9. Ron Tichenor | 136 |
| 10. Rick Johnson | 97 |
| 11. Ray Sommo | 95 |
| 12. Brian McElroy | 92 |
| 13. John Dowd | 89 |
| 14. Keith Bowen | 88 |
| 15. Fred Andrews | 79 |
| 16. Dean Matson | 62 |
| 17. Kurt McMillen | 44 |
| 18. Daniel Jannette, Jr. | 41 |
| 19. Dag Boyesen | 31 |
| 19. Gene Naumec | 31 |

## National Championship 500cc MX Series final point standings

| | |
|---|---|
| 1. Jeff Ward | 276 |
| 2. Jeff Stanton | 257 |
| 3. Johnny O'Mara | 223 |
| 4. Rick Johnson | 219 |
| 5. Keith Bowen | 154 |
| 6. Gene Naumec | 141 |
| 7. Ty Davis | 127 |
| 8. Fred Andrews | 119 |
| 9. Dean Matson | 111 |
| 10. Kurt McMillen | 110 |
| 11. Dag Boyesen | 107 |
| 12. James Kapitan | 63 |
| 13. Keith Johnson | 57 |
| 14. Andy Stacy | 53 |
| 15. Ray Sommo | 50 |
| 16. Phil Lawrence | 45 |
| 17. Jimmy Button | 44 |
| 18. Jason Buttle | 41 |
| 18. Brian Carroll | 41 |
| 20. Jeff Glass | 39 |

## National Championship 125cc MX Series final point standings

| | |
|---|---|
| 1. Guy Cooper | 518 |
| 2. Mike Kiedrowski | 517 |
| 3. Jeff Matiasevich | 382 |
| 4. Jean-Michel Bayle | 315 |
| 5. Jeff Emig | 289 |
| 6. Tallon Vohland | 275 |
| 6. Buddy Antunez | 275 |
| 8. Mike LaRocco | 236 |
| 9. Jeromy Buehl | 197 |
| 10. Denny Stephenson | 195 |
| 11. Rodney Smith | 162 |
| 12. Ron Tichenor | 149 |
| 13. Larry Ward | 138 |
| 14. Steve Lamson | 133 |
| 15. Doug Henry | 131 |
| 16. Todd DeHoop | 123 |
| 17. Barry Carsten | 121 |
| 18. Ty Davis | 101 |
| 19. Grayson Goodman | 99 |
| 20. Ryan Hughes | 96 |

## AMA Camel Supercross Series final point standings

| | |
|---|---|
| 1. Jeff Stanton | 329 |
| 2. Jean-Michel Bayle | 322 |
| 3. Jeff Matiasevich | 308 |
| 4. Mike Kiedrowski | 285 |
| 5. Jeff Ward | 275 |
| 6. Larry Ward | 274 |
| 7. Mike LaRocco | 252 |
| 8. Damon Bradshaw | 250 |
| 9. Ron Tichenor | 227 |
| 10. Guy Cooper | 213 |
| 11. Johnny O'Mara | 195 |
| 12. Mike Fisher | 184 |
| 13. Doup Dubach | 163 |
| 14. Fred Andrews | 103 |
| 15. Rick Johnson | 95 |
| 16. Keith Bowen | 76 |
| 17. Dean Matson | 67 |
| 18. Erik Kehoe | 57 |
| 19. Ray Sommo | 36 |
| 20. Gene Naumec | 34 |

## 125cc Western Regional Supercross Series final point standings

| | |
|---|---|
| 1. Ty Davis | 187 |
| 2. Jeremy McGrath | 180 |
| 3. Buddy Antunez | 176 |
| 4. Jeff Emig | 160 |
| 5. Michael Craig | 145 |
| 6. Steve Lamson | 125 |
| 7. Jimmy Button | 110 |
| 8. Phil Lawrence | 108 |
| 9. Kyle Lewis | 72 |
| 10. Chris Young | 65 |

## 125cc Eastern Regional Supercross Series final point standings

| | |
|---|---|
| 1. Denny Stephenson | 223 |
| 2. Mike Jones | 181 |
| 3. Jeromy Buehl | 175 |
| 4. Barry Carsten | 138 |
| 5. Tallon Vohland | 135 |
| 5. Doug Henry | 135 |
| 7. Cliff Palmer | 112 |
| 8. Billy Whitley | 111 |
| 9. Grayson Goodman | 101 |
| 10. Steve Childress | 97 |

# REVIEW 1990 AMA professional MX season

between the two riders that lasted all season. Bayle's last-place finish dropped him to fourth in the standings and effectively ended his chance at the title.

Although Bayle won the next two rounds and got to within 10 points of Matiasevich as the series wound down, neither rider had a chance since Stanton came alive at the end.

"This gives me the momentum for the last two rounds," said Stanton after he won in Oklahoma.

Stanton showed his strength in the blazing heat and humidity of Oklahoma as Bayle, not accustomed to such conditions, couldn't hold him off. Neither could Matiasevich, and another win by Stanton the following week in San Jose gave him a relatively comfortable margin for the last round in Los Angeles.

Stanton cruised to the title at the Los Angeles Coliseum, finishing sixth.

"If it had to go to the wire, I would've rode over my head and did what it took (to win)," said Stanton. "I just played it safe and most importantly won the championship."

Bayle and Bradshaw were anything but safe as they fought a wild battle to decide who would be the winningest rider of the series. Bradshaw stuffed Bayle on the last lap and crossed the finish line halfway out of control for the race victory to end the series tied with Bayle at five wins apiece.

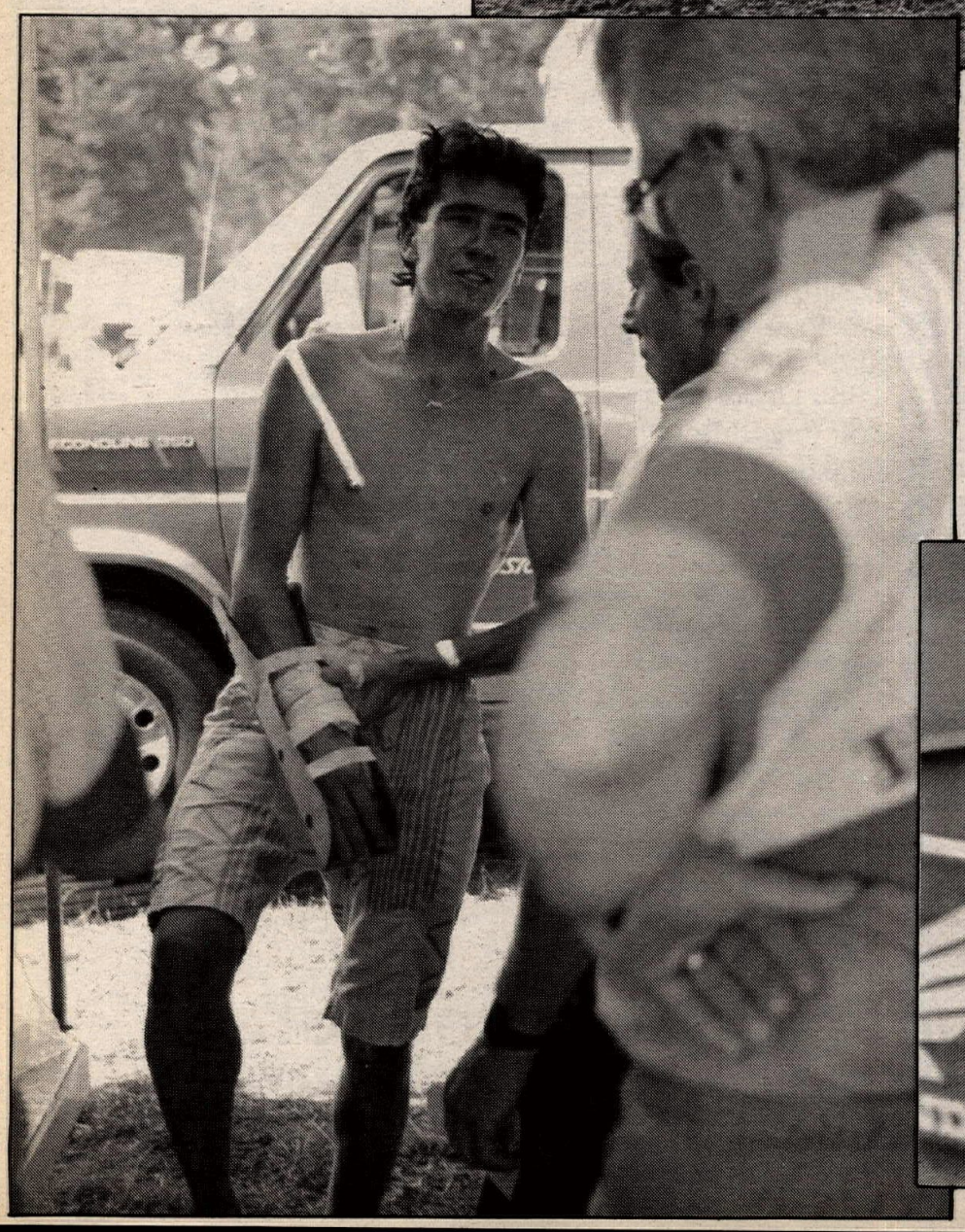
Bayle, upset by Bradshaw's tactics, unsuccessfully protested the Yamaha rider. It wasn't the first time there had been contact in the series; in one nationally-televised instance Matiasevich stopped on the track to block Larry Ward. The AMA eventually had to warn the riders.

"He came back very hard and pushed me," said Bayle. "He made a lot of block passes."

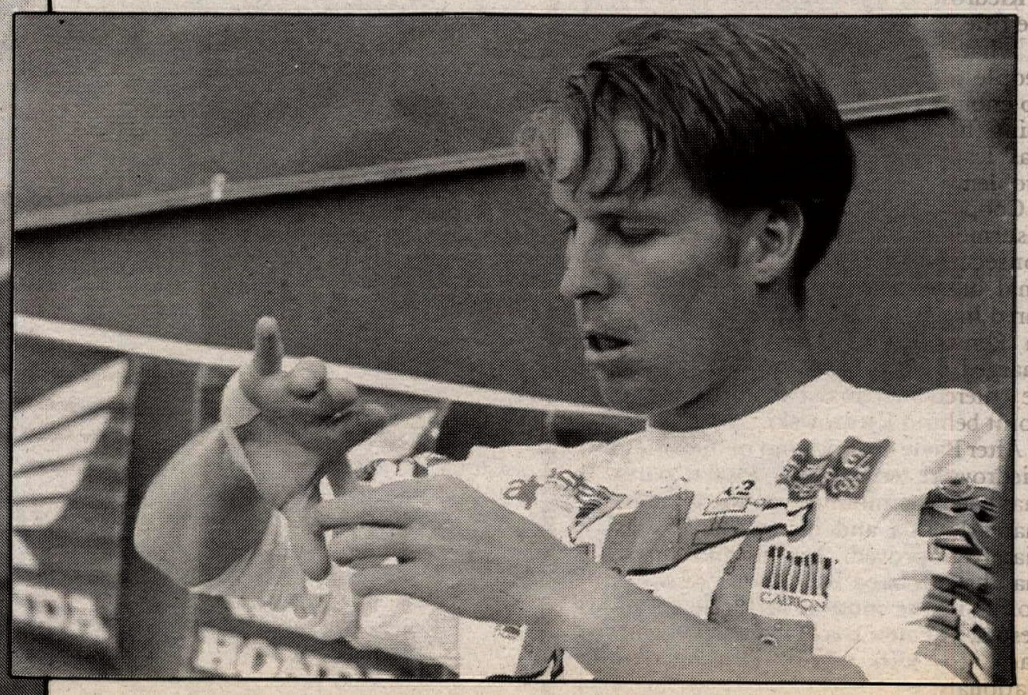
"That's what I had to do to win, that's what it takes," Bradshaw responded.

It was another season 29-year-old Jeff Ward, a two-time Supercross champ, would just as soon forget. Ward, who missed the first six rounds in '89 due to a foot injury, was plagued by horrible starts at the beginning of the season and also crashed several times. He won just two races and ended

**(Right) Stanton (1) shares a laugh with Rick Johnson. He didn't have much to smile about early in the Camel Supercross Series, but was smiling in the end when he clinched his second straight title.**



**(Above) Privateers such as Ray Sommo (34), Dean Matson (99), Keith Bowen (24) and James Kapitan (45) provided most of the action during the 500cc Nationals. (Left) Jean-Michel Bayle was leading the National Championship 125cc MX Series until he crashed in Washington and broke his arm. (Below) It was another painful year for Rick Johnson when he broke his hand at the Daytona Supercross then tried to return to action too early causing further complications. It also caused more problems with the wrist he severely injured in 1989. By the end of the year he briefly contemplated retiring.**



up fifth in the final standings behind Kiedrowski, who reached the rostrum on several occasions, but always for third.

It was also another bad year for the all-time AMA supercross race winner with 28 wins, Rick Johnson. After missing most of the '89 Camel Supercross Series due to a severe wrist injury, Johnson made a shaky comeback at the beginning of the season. However, he steadily improved and came close to winning in Atlanta, but at the next round he broke a bone in his hand and was out again. Johnson tried to return too quickly at Pontiac, caused more

amage to his hand and was out for he remainder of the series.

In the supporting regional 125cc eries, Suzuki's Denny Stephenson ominated in the 125cc Eastern egional Supercross Series by winning ght of the 11 events to cruise to the hampionship. In the West it was a ttle closer as privateer Ty Davis only on two events on his way to the 125cc Vestern Regional Supercross title. onsistency was the key to Davis' uccess, as he only finished out of the op five twice in the 10-race series.

### 125cc National MX Series

The National Championship 125cc IX Series turned out to be a three-ay battle for the title. Defending hamp Mike Kiedrowski got a success-ul jump on the competition by inning the first round in Florida, but londa teammate Bayle matched him points for the day to set up the 13-ound battle for the championship.

Bayle stayed at the front for the next wo rounds, splitting moto wins at ach National with Suzuki's Cooper. ayle really pulled away in the stand-ngs when his mud riding experience, ained from riding numerous muddy Ps which are common in Europe, llowed him to sweep the fourth ound.

Cooper, who began the season with rashes in Florida, moved into second the standings but since he was only natching Bayle for points he wasn't aining any ground. At least he wasn't osing points like Kiedrowski did due o a crash. Kiedrowski was struggling arly in the series and dropped to third, early out of contention.

As the series reached the halfway oint, Cooper had become a threat to ayle, by winning back-to-back Nationals, one of them with a max-mum point-earning sweep of both otos. But even more threatening was hat three of Cooper's Suzuki team-ates would join the 125cc series with he conclusion of the 250cc series.

It turned out they would never affect ayle as the Frenchman left them all n the dust when the series resumed t Washougal. However, it was Bayle n the dust after he fell while leading he first moto, breaking his arm and ut for the season.

With Bayle eliminated, Cooper ppeared to have a lock on the cham-ionship after he swept both motos nd left Washougal with a 36-point ead. Kiedrowski was 61 points behind ooper, who had never led the National Championship 125cc MX eries in his seven years of chasing the rown.

Kiedrowski wasn't about to concede he title, though. "The championship s what I'm gunning for. A lot of eople thought that I couldn't make p enough points last year. The same hing happened with Bradshaw, he vas leading the series until he had roblems."

Cooper quickly saw his seemingly nsurmountable lead vanish with five onsecutive disastrous motos. The inal blow came when a rock punc-ured his centercases in the first moto n Pennsylvania. Although Cooper harged back to win the final moto, e entered the final two Nationals a oint behind Kiedrowski.

After Bayle dropped out of the series, Kiedrowski received the special parts hat had been mounted on the French-man's Honda and his results imme-diately improved. The Suzuki riders nay have robbed Kiedrowski of some oints in the mud at Millville, Min-nesota, but after that Kiedrowski came ack to win three consecutive Nationals.

*Continued on page 12*

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# California Off Road Vehicle Association Voting Guide

**With election day fast approaching, CORVA would like to remind our members to be sure to make the effort to get to the polls on election day.**

**The November 6 ballot will have some 20 propositions and bond measures to confuse and confound voters. CORVA has taken a position on three which directly affect off-roading.**

**In an effort to save our members the considerable time required to read through the hundreds of thousands of words produced about each of these measures, allow us to tell you about the three which spell bad news for off-roading.**

## Proposition 128 (BIG GREEN)

**Recommended Vote: NO**

***Analysis:*** **This measure will create an "environmental czar" who would have more power than the Governor or the Legislature in many environmental matters. Rumored ready to run for the position of environmental czar is the measure's sponsor, Tom Hayden. This spells big trouble for off-roading.**

## Proposition 130 (FORESTS FOREVER)

**Recommended Vote: NO**

***Analysis:*** **This measure will raise money to buy up private forest lands and turn them into special preserves. Guess how much off-roading will be allowed in these new wilderness-like preserves.**

## Proposition 149 (Park and Recreation Bonds)

**Recommended Vote: NO**

***Analysis:*** **Once again the Park and Recreation Community is asking the voters to finance every imaginable kind of park project. Everything except off-road parks. Until they decide to include us with other recreation projects, we say forget it!**

**FOR GOVERNOR**

## PETE WILSON

**Pete refused to let Cranston Desert Wilderness Bills proceed until off-road access was guaranteed. Thanks to Pete Wilson, the wilderness bills are dead for another year. HE DESERVES OUR SUPPORT!**

**FOR ATTORNEY GENERAL**
**DAN LUNGREN**

**Dan will stop Van De Kamp's efforts to make this office a legal arm of the radical environmental movement. He will get tough with lawbreakers like Earth First!**

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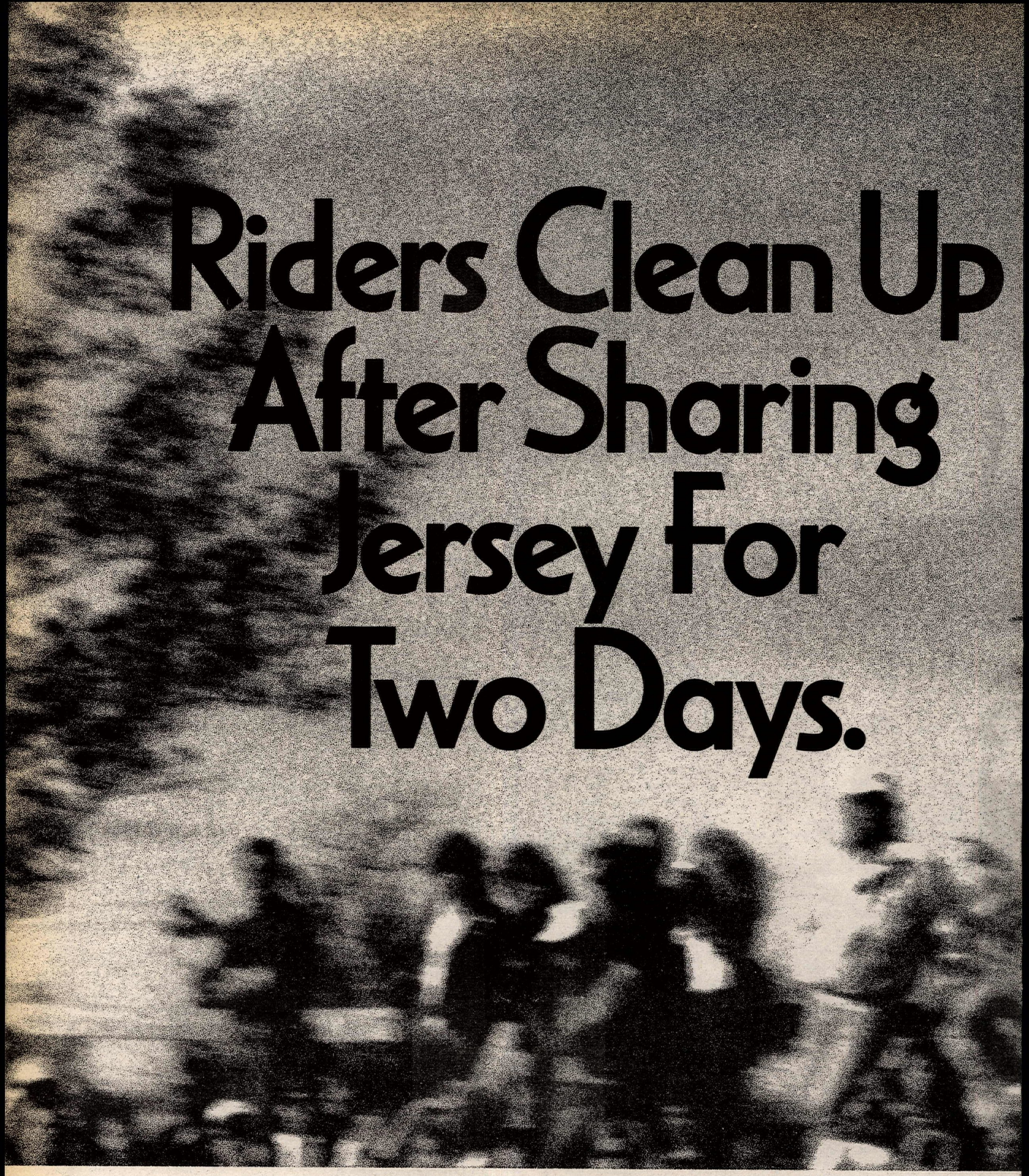
# Riders Clean Up After Sharing Jersey For Two Days.



We hate to rub it in, but our riders really shined at The Kawasaki Race of Champions in Englishtown, New Jersey. New Englander John Dowd had an incredible day, taking first in the 250cc division and nearly catching Jeff Matiasevich in the 500cc final. As usual, Matiasevich was flawless, dominating the entire weekend aboard his KX500. Will we do it again next year? No sweat.

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PROFESSIONAL TEAM SPONSORS

# REVIEW 1990 AMA professional MX season

*Continued from page 9*

Having recovered from his injuries, Bayle was in a position to help his teammate in the critical last two races. But Kiedrowski and Bayle had had another run-in at an earlier National, and Bayle wasn't about to give Kiedrowski any assistance. Since Bayle was unable to forget the incidents, Honda kept him from racing. Kiedrowski didn't need the help when he matched Cooper for points at the penultimate round at Budds Creek in Maryland, but some team assistance may have been useful for the finale at Unadilla.

Both contenders ran into problems in the Unadilla mud, and the title wasn't decided until late in the final moto of the season. Kiedrowski had to win, and he did, but Cooper recovered from a poor start and a crash to finish second and clinch the championship by a single point.

"I've been working for this all my life," said an elated Cooper after it was all over.

Despite missing the second half of the season, Bayle ended up fourth in final standings behind Matiasevich.

### 250cc National MX Series

The 250cc National Championship was all but decided after the first round in Florida. Rick Johnson's career was shattered when he injured his wrist at the Gainesville track a year earlier, but this time he fought to two hard-earned moto wins over teammate Jeff Stanton. It would be Johnson's only 250cc National victory; he broke his hand a week later at the Daytona Supercross. Johnson was able to compete in the final two 250cc National rounds, but they were merely preparation for an assault on the 500cc Nationals.

Jeff Ward was forced to retire from the first moto when a competitor's cartwheeling motorcycle hit him and injured his hand. Ward returned for moto two and finished sixth, but the potential points he lost in the first moto would prove costly at the end of the series.

Ward stormed back to win three of the next four Nationals, finishing ahead of Stanton in each moto to take the points lead away from the defending champ. But then Ward had problems with tendonitis in his wrist at Southwick, Massachussetts, while Stanton swept both motos to go back into the lead. Stanton won the first moto at the final round in Ohio, then cruised to third in moto two to lock up his second consecutive 250cc National title.

Although Bradshaw won his first 250cc National in the mud of Pennsylvania, the foot injury he suffered at the San Diego Supercross had detuned him for the entire 250cc National Series and he finished fourth in the final standings behind Suzuki's Mike LaRocco.

### 500cc National MX Series

Like the 250cc series, the 500cc National Championship was practically decided by one moto. The entire series was practically a two-man show, with defending 500cc National champ Ward or Stanton winning all but one of the 12 motos in the six-round series.

Often the best racing was taking place far behind the leaders and it was turned in by the privateers who filled out most of the field. Even then they were usually fighting for fifth, as Johnson and O'Mara almost always controlled third and fourth.

For the first three rounds Stanton and Ward battled ahead of the pack and swapped moto wins, with Stanton coming out the overall winner at each race. At the halfway point Stanton had a two-point advantage, the difference coming as the result of a third-place finish in Millville by Ward.

The Motocross des Nations split the 500cc series in two, and after Stanton's remarkable performance in Sweden it seemed likely that he would become the first rider to win three championships in one season. But it wouldn't happen. After being beaten by Ward in the first moto in Pennsylvania, Stanton tried to get away too early at the start of moto two and crashed hard. Stanton knocked himself silly and retired from the moto while Ward won and opened an insurmountable points lead.

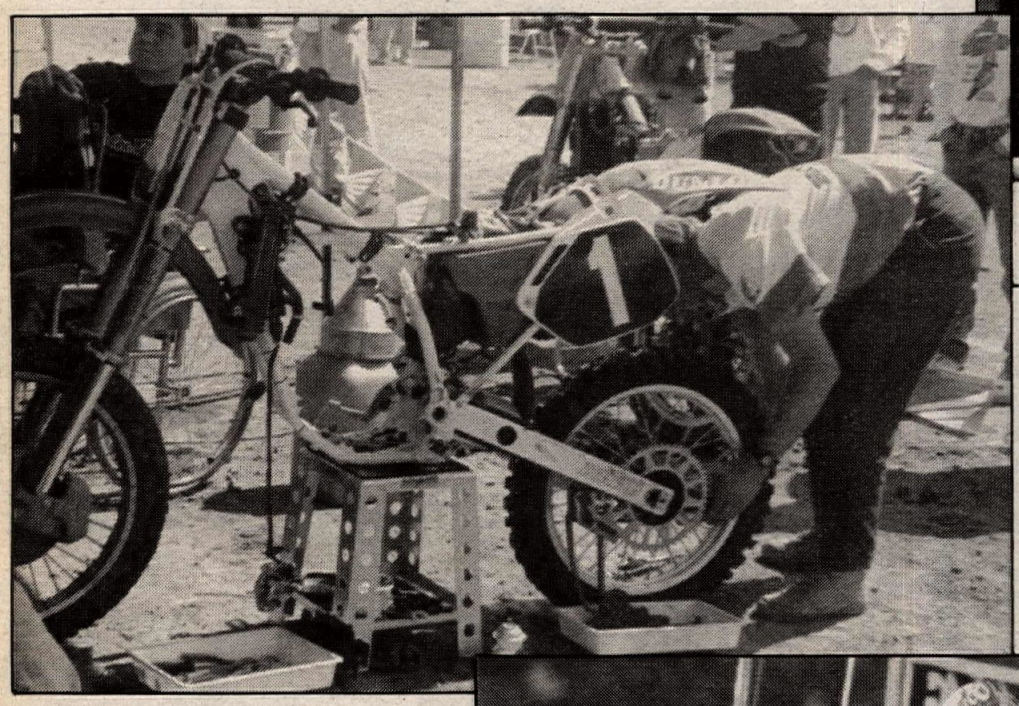
"I won more races in the 250cc Nationals yet he took the title," said Ward, "now he wins more races and I'm the champion. You just can't make up points from one DNF in a short series like this."

Stanton took another overall victory at the penultimate round at Budds Creek in Maryland, but only after sharing moto wins with Ward. The defending champ merely cruised to the title with a pair of thirds at the final round at Unadilla, while Johnson became the only other rider to win a 500cc moto when he won the final race for the overall victory. Prior to that race Johnson announced that he was considering retirement due to his wrist injury.

Johnson fought with Johnny O'Mara for third for much of the series, but a DNF gave the bronze medal to O'Mara. Former Yamaha factory rider Keith Bowen, who is now a Tuf Racing-backed privateer, filled out the top five in the final standings as he edged out privateer hotshot Gene Naumec. Naumec was the surprise of the series as he ran with the factory stars on several occasions.

### Looking ahead

The veterans may have held back the youth movement this year, but after a year of competition with the "big boys" the youngsters will be back stronger than ever and a year wiser in '91. Cooper, Johnson, Stanton and Ward, you better watch out. CN



**(Above) Bayle, on the left, and Honda teammate Mike Kiedrowski became bitter rivals after run-ins at the Charlotte Supercross and Red Bud National. (Left) Kiedrowski had several problems early in the 125cc Nationals, such as when he was forced to change motors after practice at the Hangtown National. (Below) Damon Bradshaw (8) won the first two supercross races before he was injured. He won three more to tie Bayle (22) for the most supercross wins.**

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# SMOOTH RIDER

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# MOTOCROSS Kawasaki Race of Champions

More than 700 entrants attacked Raceway Park's MX track in front of more than 4000 spectators during the two-day event.

Davey Yezek (6) and Shane Lawson (686) lead the 125cc Pro pack through Raceway Park's 180-degree first turn.

# Dowd, Matiasevich, Tichenor gun down Raceway Park

**By Mike Snyder**
**Photos by Bob Orlowski, Joe Satkowski and Snyder**

ENGLISHTOWN, NJ, OCT. 20-21

New England's John Dowd narrowly edged factory Suzuki rider Ron Tichenor out of the 250cc Pro class win at the 14th Annual Kawasaki Motocross Race of Champions at Raceway Park.

Dowd didn't win a moto, but his 3-2 race finishes topped Tichenor's 2-3 score for the overall win. Keith Bowen and former two-time 125cc MX National champ Micky Dymond grabbed the moto wins, but Bowen's seventh in moto two dropped him to fifth overall. After a sixth-place finish in moto one, Dymond topped the second moto to grab third overall.

Tichenor got revenge in the 125cc Pro class where his 1-2 moto finishes earned the victory over Barry Carsten and Kawasaki's Johnny O'Mara.

Dowd returned in the 500cc Pro class where he had another battle, this time with Kawasaki's Jeff Matiasevich. Dowd beat him in the first moto, but Matiasevich turned the tables in race two and went home the overall winner. Dowd was the runner-up and Dymond took home another third-overall finish.

More than 700 pro and amateur entrants, as well as more than 4000 spectators, enjoyed a weekend of racing at Raceway Park's finale to its 15th season of motocross events. The Jay Irwin/Ken Landerman-promoted, Kawasaki/WHTG Radio/Coors/Boyesen/Scott-sponsored event featured two days of racing, with amateurs running two motos on Saturday with the top overall finishers advancing to Sunday's final motos. Pro riders competed in two motos on Sunday.

Many of the top National privateers were on hand to battle the top local riders and Team Kawasaki riders Matiasevich and O'Mara as well as Suzuki's Tichenor.

Bowen nailed the holeshot at the start of the first 250cc Pro moto but both he and Doug Henry bobbled a couple of turns later and were promptly passed by Carl Vaillancourt with Tichenor right on his tail. Bowen regrouped and regained the lead with Henry following him back into second.

Tichenor soon railed past Henry while Dowd blitzed by Vaillancourt to take over fourth, then reeled in and passed Henry to set his sights on Tichenor. Bowen had pulled out to a comfortable lead while Dowd moved in on Tichenor and the two battled in the closing laps of the moto.

On the next-to-last lap, Dowd finally found a way past Tichenor, but not without a fight. As they landed from a tabletop jump nearing the finish line, the two were wheel to wheel when Dowd overshot the berm in the last corner. Tichenor shot past to grab second behind Bowen, while Henry maintained fourth over Vaillancourt and Dymond.

At the start of the second moto Henry took the lead with Dymond, Vaillancourt and Barry Carsten right behind. On the second lap Dymond powered past Henry and quickly opened some room on the rest of the pack. Tichenor had to fly through the pack after a bad start and camped on Henry's rear fender, while Dowd was making some moves of his own to catch up to Tichenor.

Dowd caught Tichenor and passed him as they blasted up a huge, stair-step jump, then immediately went after Henry. A lap later Dowd was in second and whittling away at Dymond's lead. Tichenor stayed right on Dowd's tail for the rest of the race, and they had closed to within five seconds of Dymond when the checkered flag appeared. Henry hung on to finish fourth.

"I enjoyed that dice with Tichenor, it felt good holding him off and almost nailing Dymond at the end," said Dowd. "If the race was a couple of extra laps, maybe I could've pulled it off. I got the overall win anyway, so I'm happy."

Dymond said, "I was relaxed at the pace I was running when I looked back and saw Dowd. I realized I had better turn up the throttle or I might lose the moto. Dowd rode very well and I'm glad I won at least one moto."

"At least I had a good first moto," said Bowen, who finished seventh. "This track really brings out the local talent, so you never know what to expect here. I just got my new bikes and didn't have much time to set them up."

The 125cc Pro class had so many entries two qualifying motos were required to thin the field for the final, and in the first moto Davey Yezek and Kurt McMillen passed Chris Coleman then proceeded to battle for the lead. O'Mara started poorly, but by the third lap he had fought his way up near the front.

Yezek and McMillen fought for the lead until the last lap when Yezek bobbled in a turn and McMillen motored by and away for the win. Brian Carroll had climbed to second while O'Mara rounded out the top three.

Tichenor walked away with the second moto and finished eight seconds ahead of Henry and Carsten. Tichenor was the overall winner and went into the final with the low score.

Carsten nailed the holeshot at the start of the final and worked that into a 10-second advantage by the time the pack came around for the second lap. Yezek and Joel Dengler were battling for second, while Tichenor crashed and was ninth and another poor start by O'Mara left him seventh.

Tichenor and O'Mara soon charged to the front where they had a fierce battle over third. Tichenor was able to wrestle the position away as they both shot by Dengler. Carsten maintained a comfortable margin to the finish, while Tichenor held off O'Mara for second which gave him the overall victory. Carsten was the runner-up overall and O'Mara rounded out the top three.

"That race was particularly tough because I had to move up through the pack after crashing," said Tichenor.

"I was cruising, waiting for someone to come up and race with me," said Carsten. "At the two-lap board I saw Tichenor moving up, so I turned up the wick to stay ahead."

"I had a ball in that race with Tichenor, that's what I enjoy," said O'Mara.

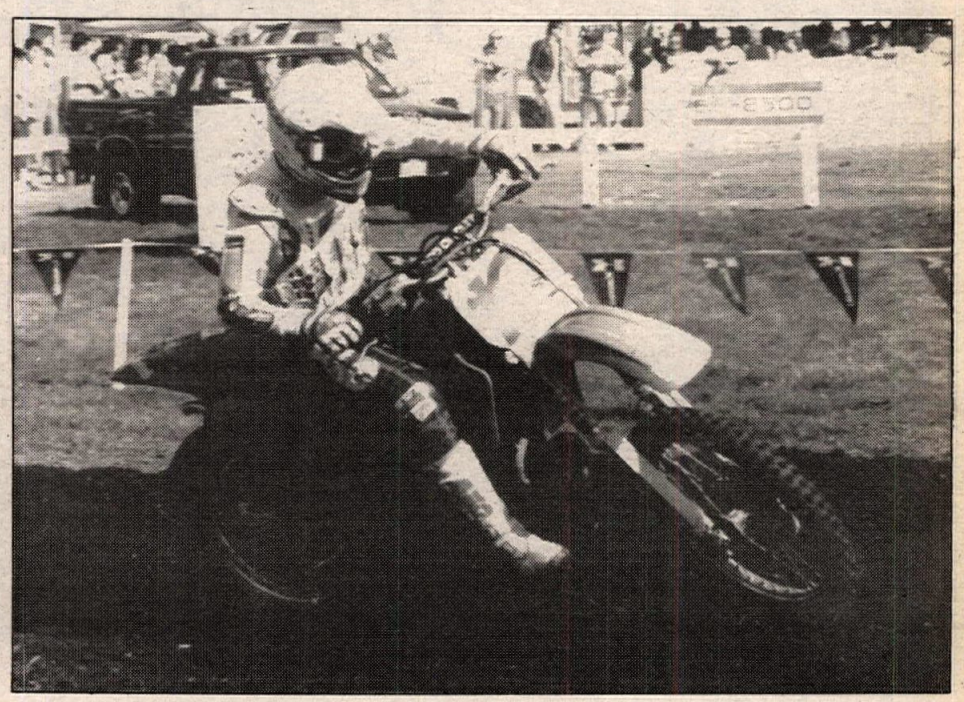
Matiasevich flew into the lead at the start of the first 500cc Pro moto, followed closely by Dymond, Dowd and Bowen. As Matiasevich pulled away, Dymond, Dowd and Bowen all bunched up in a battle over second,

Jeff Matiasevich (20) passed Micky Dymond (21) on the way to winning the 500cc Pro class. Dymond finished third overall in both the 500 and 250cc Pro divisions.

Keith Bowen (24) leads Doug Henry (69), Junior Nodeau (81), Jeff Curry (24) and John Dowd early in the first 250cc Pro moto. Bowen stayed ahead to win the moto.

John Dowd (49) earned the 250cc Pro class overall win after battling with Ron Tichenor (6) in both motos. Tichenor was the overall winner in the 125cc Pro class.

Jason Fowler was the top rider in the sportsman classes as he won four motos en route to the 125 and 250cc Amateur A class victories.



while Ray Sommo, Gene Naumec and O'Mara freight-trained in an effort to catch up with the leaders.

O'Mara soon passed both Sommo and Naumec then started to close on a battling Dymond and Bowen. Dowd had broken away from that struggle to move into a titanic battle with Matiasevich. The two stayed just a few bike lengths apart until Dowd passed Matiasevich and held him off for the win. O'Mara fell back to seventh when he hit a lapped rider and fell, so Dymond finished third over Bowen and Naumec.

Dymond grabbed the holeshot at the start of moto two with O'Mara, Matiasevich and Dowd right behind. Dowd shot to the lead on the first lap while O'Mara dropped back to fourth. Matiasevich soon passed Dymond for second in an effort to not let Dowd get away.

Matiasevich finally took control on lap three and pulled out a six bike length lead, but around the halfway point Dowd made an attempt to repass Matiasevich. Lapped riders got in Dowd's way and Matiasevich was able to gain some distance that Dowd couldn't make up before the finish.

"Dowd really impressed me today," said Matiasevich. "He made me work for it, that's for sure."

"The highlight of that race was giving Jeff (Matiasevich) a good run for his money, at least this shows everyone that I'm ready for a full-time commitment on the National circuit next year," said Dowd.

O'Mara and Naumec had pushed Dymond back to fifth early in the moto. Dymond fought back and repassed Naumec, but then Naumec made the final move and left Dymond as he closed in on O'Mara near the end. O'Mara held him off to finish third.

"I thought I was in good shape, but that moto really winded me, especially since I've been away from the caliber of competition that showed up here," said Dymond.

Jason Fowler stood out in the Amateur classes as he won the 125 and 250cc divisions. After dominating Saturday's qualifying races, Fowler leveled the competition once again in Sunday's finals.

In the 125cc Amateur A final, Fowler started fourth behind Brian Behrman, Rich Zupko and Doug Conrad. By the second lap Fowler started picking off the riders in front of him, and by the end of the moto he had reeled in and passed Behrman to win the race.

Fowler grabbed the holeshot at the start of the 250cc Amateur A final and worked his good start into a sizeable lead by the end of the moto.

John Schneider and Don Opkycke had an inspiring battle in the 80cc 10-11 year-old class final. The two riders banged bars until the third lap when Schneider pulled out a 10 bike length which he maintained to the checkered flag.

Don Grahn, winner of the 25+ class earlier in the day, bolted into the lead at the start of the Senior Expert class final. By the second lap he had company as Mickey Kessler was breathing down his neck. Kessler soon found his opening and blasted into the lead, then ran away and hid from the rest of the pack on his way to the win. Grahn held on to finish a distant second over Rob Neeley. **CN**

## Results

**60:** 1. Paul Brodley (Kaw); 2. David Dipietro (Kaw); 3. Joe Buratti (Kaw).

**80 (10-11):** 1. John Scheider (Hon); 2. Don Opdycke (Kaw); 3. Jason Harper (Kaw); 4. Paul Bradley (Suz); 5. John Bostarache (Kaw).

**80 (12-13):** 1. Greg Rand (Kaw); 2. Jason Sybert (Hon); 3. Ryan Kaichen (Kaw); 4. Mike Peat (Suz); 5. John Hillman (Suz).

**80 (14-15):** 1. Carter Gurnee (Kaw); 2. Tony Haynes (Kaw); 3. Robbie Felts (Suz); 4. Shawn Schultz (Kaw); 5. Robert Stock (Suz).

**80 BIG WHL:** 1. Chris Ellsworth (Kaw); 2. Anthony Bello (Kaw); 3. John Arias (Kaw).

**SCHBY:** 1. Davey Yezek Jr. (Kaw); 2. Carter Gurnee (Kaw); 3. Zy Braun (Kaw); 4. Keith Troccoli (Kaw); 5. Greg Rand.

**125 NOV A:** 1. Billy Delanzo (Hon); 2. Scott Ghidiu (Kaw); 3. Ty Kontrath (Hon); 4. David Salardino (Hon); 5. Tom Manelski (Hon).

**125 NOV B:** 1. Mike McConville (Hon); 2. Tom Ulikowski (Hon); 3. Mike Peat (Suz); 4. Mike DeNick (Kaw); 5. David Wincoh (Kaw).

**125 NOV C:** 1. Kevin Sisson (Kaw); 2. Sam Thurston (Hon); 3. Mark Lucas (Suz); 4. Tom Honzik (Kaw); 5. Chris Popp (Suz).

**125 AM A:** 1. Jason Fowler (Kaw); 2. Richie Zupko (Hon); 3. Jalil Lynch (Hon); 4. Doug Conrad (Kaw); 5. John Chambers (Hon).

**125 AM B:** 1. Brian Austin (Suz); 2. Keith Troccoli (Kaw); 3. Eric Reilly (Suz); 4. Rich Rike (Suz); 5. Altuti Stout (Hon).

**125 EX:** 1. Ron Tichenor (Suz); 2. Barry Carsten (Suz); 3. Johnny O'Mara (Kaw); 4. Brian Carroll (Suz); 5. Kurt McMillen (Hon).

**250 NOV A:** 1. Anthony Sperone (Hon); 2. Kevin Nelson (Hon); 3. David Wincott (Kaw); 4. Jeff Weber (Hon); 5. Justin Bouchelle (Yam).

**250 NOV B:** 1. Sam Thurston (Yam); 2. Danny Vorall (Hon); 3. Chris Vonpragg (Kaw); 4. Ron Durham (Hon); 5. Mark Fisher (Kaw).

**250 AM:** 1. Jason Fowler (Kaw); 2. Rich Zupko (Hon); 3. Jalil Lynch (Hon); 4. Brian Behrman (Suz); 5. Doug Conrad (Kaw).

**250 EX:** 1. John Dowd (Kaw); 2. Ron Tichenor (Suz); 3. Micky Dymond (Kaw); 4. Doug Henry (Yam); 5. Keith Bowen (Kaw).

**OPEN AM:** 1. Rich Rike (Hon); 2. Dennis Cross (Kaw); 3. Bob Walton (Kaw); 4. Matt Delorenzo (Kaw); 5. Stan Poulsen (Kaw).

**500 EX:** 1. Jeff Matiasevich (Kaw); 2. John Dowd (Kaw); 3. Micky Dymond (Kaw); 4. Gene Naumec (Kaw); 5. Johnny O'Mara (Kaw).

**25+:** 1. Don Grahn; 2. Ed Bao (Suz); 3. Steve Brown (Hon); 4. Marc Tiesler (Kaw); 5. John Sigismondi (Kaw).

**ADLT SR:** 1. Dave Hurley (Yam); 2. Bryan Krysa (Hon); 3. Ed Baudendistel (Yam); 4. Glen Miller (Kaw); 5. Vince Bondi (Hon).

**S/SR:** 1. Bruce Dengler (Kaw); 2. Dave Curry (Suz); 3. John Dipimenico (Kaw); 4. Eric Brawn (Kaw); 5. James Haddow (Hon).

**SR EX:** 1. Mickey Kessler (Yam); 2. Don Grahn (Kaw) ; 3. Rob Neely (Kaw); 4. Rich Rosseter (Kaw); 5. Scott Currie (Kaw).

# COLLECTION Motocross nostalgia

**Washougal MX race track publicist Brian Barnes (upper left-hand corner) will donate his 320-plus jersey collection to the AMA Motorcycle Heritage Museum.**

# Autographs just wouldn't do

Have you ever hung out after the races impatiently waiting for the pit gates to open so you could get a close-up glimpse of your favorite motocross racer, or better yet, maybe even get an autograph from him? You're not the only one, but there's one guy out there, from Vancouver, Washington, who wants more than just a close-up glimpse or an autograph from the stars, he wants the clothes off their backs!

Brian Barnes, promoter and publicist for the Washougal National Motocross Track in Washington, has a collection of famous motocross riders' jerseys that would make most autograph collectors shake with envy.

"I started collecting the jerseys in 1980, and I believe I have about 320 jerseys now. The first jersey I ever got was Broc Glover's, then I got Johnny O'Mara's, Mark Barnett's and Jeff Ward's, all at the Seattle Supercross," Barnes said.

"The one most special to me is Bob Hannah's number four jersey. I got it in 1984 following his last ride on a Yamaha, which happened to be at Washougal. Someone actually offered me $500 for that jersey, but I would never sell it, or any one of them.

"The jersey that I don't have that I want most is Brad Lackey's 1982 World Championship-winning jersey when he was with Suzuki. I also want one of Roger DeCoster's and Trampas Parker's World Championship jerseys and a Bob Hannah number one jersey."

Barnes says he currently has 25 National and World Championship number one jerseys in his collection. Also included in his stockpile are jerseys from World Champions Eric Geboers, Georges Jobe, Andre Malherbe, Jean-Michel Bayle, Graham Noyce, Donny Schmit and Davey Strijbos. Barnes recently acquired jerseys from some of Australia's top motocross racers, such as Craig Dack and Peter Melton.

After more than 10 years of collecting jerseys, Barnes has decided to part company with his prize possession and donate it to the AMA Motorcycle Heritage Museum, which recently opened in Westerville, Ohio.

"I felt it would be better to have them viewed by people rather than having them all boxed up in my attic," said Barnes.

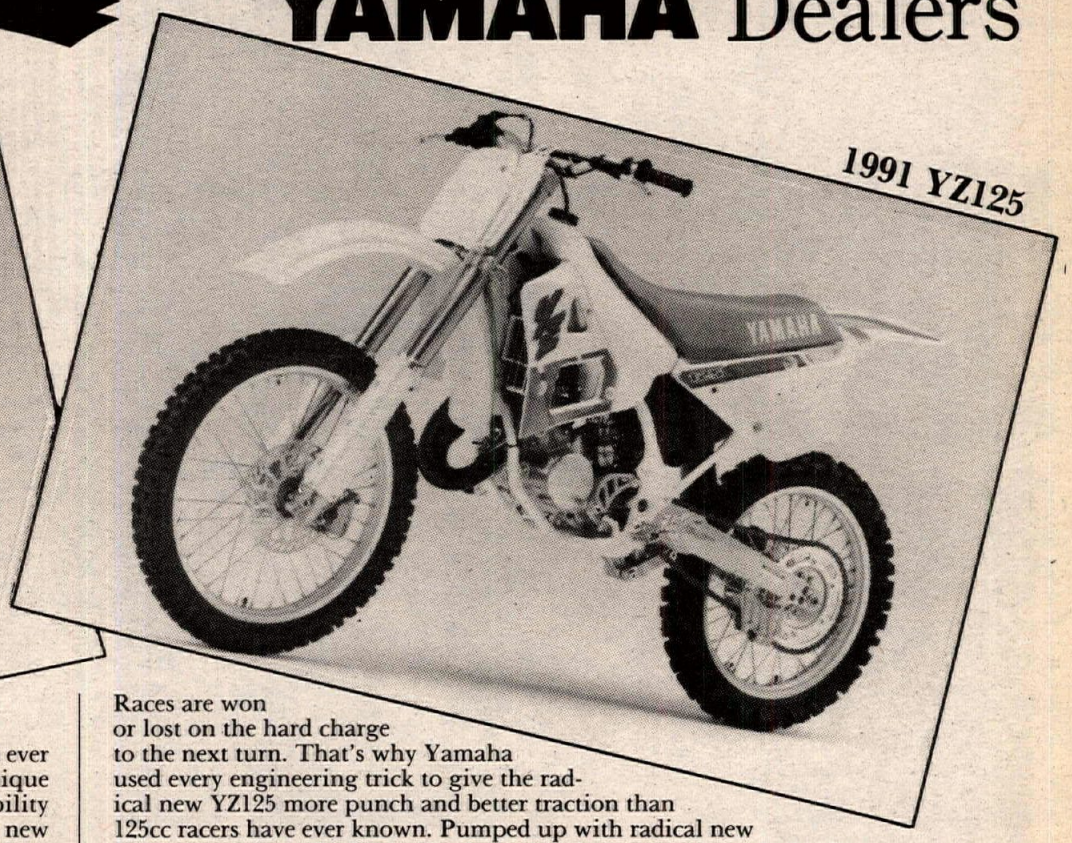
However, according to the AMA, there is no set date yet when the jersey collection will be put on display.

"We'll be glad to get the collection, but it's so big that we don't have a place to put it yet," said AMA's Tracy Banik.

The photo was taken by Russ Wasnosk in a park in Vancouver. CN

# SEE THE 1991 MOTOCROSSERS at these YAMAHA Dealers

Yamaha's ever popular YZ80 is unique among mini racers. It has the ability to win races and at the same time win over new riders getting their start in off-road fun. No other bike in the class can claim such broad appeal because nothing else has such a broad, tractable powerband and an easy manageable feel.

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# MOTOCROSS Masters of Motocross Series: Round 2

Jeff Stanton (2) and Eric Geboers (5) each briefly led the first moto. Stanton finished second, while Geboers dropped back to fifth, twisting his knee along the way.

Donny Schmit (6) easily won moto two, but his chance for the overall victory ended with a disastrous start in moto three. Jean-Michel Bayle (3) was the overall winner.

## Bayle belts out win in France

**By Alex Hodgkinson**

VILLARS-SOUS-ECOT, FRANCE, OCT. 21

Jean-Michel Bayle overcame the pain of a badly bruised bicep, the result of a flying rock in race one, to win the Masters of Motocross at Villars-Sous-Ecot in his native France.

Bayle came back to win the first 25-minute plus two-lap moto after regaining the circulation in his arm, had trouble in the second race with cramps, then clinched the overall victory with a late-race pass on Jeff Stanton in the final moto which was won by fellow Frenchman Yannig Kervella. The win also moved Bayle into a challenging position for the Masters title as Stanton leads the standings by a single point over 250cc World champ Alessandro Puzar.

Stanton earned his second consecutive runner-up finish of the series, while Puzar was edged off the rostrum by 125cc World Champion Schmit. American Schmit could pull himself into contention for the Masters title in the next round since none of the other contenders have entered the Scheveningen Beach race, where the top pros have to weave their way through hundreds of amateurs.

The first moto was absolutely superb. Bayle led on the first lap and the last but in between Puzar, Eric Geboers and Stanton each had a time at the front.

Puzar had taken the holeshot, only to be passed halfway around the first lap by Bayle. But the ultra-aggressive Italian Puzar had regained the lead by the end of the first of 13 laps with Geboers, John Van den Berk and Yves Demaria also ahead of Stanton, who was the first American. Larry Ward and Mike LaRocco were also in the first dozen, with Schmit 13th and Rick Johnson down in 24th after getting squeezed between two riders at the start.

Puzar set a tremendous pace early and determined Geboers also went around Bayle. The Belgian 500cc World Champion even closed down on Puzar when the Italian began to struggle with forearm pump after 10 minutes. Van den Berk was dropping back and out, in trouble with his left ankle.

"I had an operation to remove a pin last week, but I knocked it again this morning," said Van den Berk. "There is still something wrong."

Then on the same lap both Bayle and Demaria went down briefly. Demaria dropped right down the field but Bayle got going again in a distant fourth behind Stanton.

The American was starting to push on hard as Geboers looked for a way past Puzar and in the end both of them went past the Italian on the same lap at half distance. Bayle was also starting to move again and quickly pushed Puzar down to fourth, but it didn't appear as if the home hero, riding in his native country for the first time this year, could catch the two front-runners.

But Geboers had chosen the wrong compound for his front tire and was in big trouble on the drying track, dropping back to fifth at the finish. Stanton had a handsome lead, but Bayle was gaining two seconds per lap and with the two-lap board being readied he powered past his American Honda teammate along the main straight to clinch the win.

Schmit had ridden powerfully to catch but not pass Puzar, and Johnson took sixth from Ward on the penultimate lap. LaRocco had gone out when he ran out of front brake on the hilly course.

There was last-minute panic in the Geboers camp just before the start of moto two when it was discovered that the new front tire was flat. But they need not have bothered to get it changed because it took the Belgian less than a lap to realize that he could not race since he had twisted his knee near the end of the first moto.

There were still plenty of stars in the race and Stanton went inside Puzar for the lead in turn two as the fast-gating Italian quickly dropped to fourth behind Schmit and Johnson. Bayle was fifth but it was Frenchman Yannig Kervella who was setting the crowd alight. On lap two he passed Bayle, while Johnson dropped to the back of the lead pack. After 10 minutes both Puzar and Kervella went past Stanton, and finally the Italian had no answer to Kervella's charge.

Schmit, however, was in a class of his own in this race. After his hard ride through the pack in race one, he took command of moto two on the second lap and never was in the slightest danger from anyone.

With Bayle falling at the halfway point and having to fight off the challenge of Pekka Vehkonen for sixth, it was actually Schmit who had the overall lead after two races. Kervella finished second in the moto ahead of Puzar, Stanton and Johnson, but the Frenchman's 12th in moto one put him out of the overall picture.

LaRocco had another disappointing ride and Ward was getting changed to go home before the end of the moto due to his shoulder injury suffered at the Budds Creek National MX.

"The pain was getting too great," said Ward. "It was better that I stopped before I got hurt even more."

Schmit's hopes of victory went in the first few hundred yards of race three. First he got pushed into the pack as Bayle moved across Johnson, who was forced into Schmit's path. Then in the third corner Japan's Yoshida Izumi fell right in front of Schmit. Remounting at the back of the pack, the 125cc World champ was 18th after one lap and 13th after two, but all three of his rivals for the overall win were near the front.

However, none of them were going to take the moto win as Kervella was again inspired and led from start to finish. Stanton was initially second ahead of Van den Berk, Johnson and Bayle with Puzar quickly moving into sixth. Johnson, however, was quickly in trouble.

"I just lose my grip after a few laps on fast tracks like this," said Johnson. "My wrist still isn't right."

Nevertheless, there was little movement amongst the leaders until half distance. Then Bayle went for it.

After passing Johnson, Bayle quickly pulled in Van den Berk and four laps from the finish he repeated his race-one passing move on Stanton along the main straight to clinch the overall victory. He didn't have to catch Kervella.

Having seen Bayle go, Puzar also started to move and narrowly failed to pass Stanton for third on the final lap. With Schmit passing Van den Berk on the last go-around, the 10 meters that separated Stanton and Puzar at the finish was the difference between second and fourth overall. Kervella's moto win gave him fifth overall.

LaRocco had crashed with Frenchman Ludovic Lucquin in the first turn to end his miserable day.

The next round on the beach in Holland will give the Dutch and Belgian sand experts the chance to gain points, but then come the supercross rounds which will decide who will be the first Master of Motocross. CN

### Results

**MOTO 1:** 1. Jean-Michel Bayle (Hon); 2. Jeff Stanton (Hon); 3. Alex Puzar (Suz); 4. Donny Schmit (Suz); 5. Eric Geboers (Hon); 6. Rick Johnson (Hon); 7. Larry Ward (Suz); 8. Stephan Everts (Suz); 9. Pekka Vehkonen (Yam); 10. Frederic Vialle (Kaw); 11. Frederic Bolley (Yam); 12. Yannig Kervella (Kaw); 13. Yan Guedard (Kaw); 14. Thierry Bethys (Hon); 15. Edwin Evertsen (Kaw); 16. Nicolas Cailly (Suz); 17. Erwin Machtlinger (Hon); 18. Marcel Van Drunen (Hon); 19. Pedro Tragter (Suz); 20. Ludovic Luquin (Hon); 21. Olivier Robert (Yam); 22. Eric Bernard (Yam); 23. Thierry Godfroid (Kaw); 24. Sigi Zachman (Yam); 25. Beat Flury (Yam); 26. Frederic Rouiller (Suz); 27. Jean-Michel Midey (Kaw); 28. Petteri Kytola (Hon); 29. Yoshida Izumi (Hon); 30. Jerome Belval (Suz); 31. John Van den Berk (Suz); 32. Yves Demaria (Yam); 33. Mike LaRocco (Suz); 34. Ernest Gunzinger (Yam); 35. Mark Eastwood (Hon); 36. Jurgen Fink (Hon).

**MOTO 2:** 1. Schmit; 2. Kervella; 3. Puzar; 4. Stanton; 5. Johnson; 6. Bayle; 7. Vehkonen; 8. Van den Berk; 9. Tragter; 10. Evertsen; 11. Bolley; 12. Everts; 13. LaRocco; 14. Van Drunen; 15. Bernard; 16. Robert; 17. Bethys; 18. Zachman; 19. Eastwood; 20. Midey; 21. Godfroid; 22. Kytola; 23. Izumi; 24. Ward; 25. Demaria; 26. Cailly; 27. Vialle; 28. Gunzinger; 29. Luquin; 30. Flury; 31. Rouiller; 32. Fink; 33. Geboers.

**MOTO 3:** 1. Kervella; 2. Bayle; 3. Stanton; 4. Puzar; 5. Schmit; 6. Van den Berk; 7. Johnson; 8. Tragter; 9. Everts; 10. Cailly; 11. Machlinger; 12. Evertsen; 13. Godfroid; 14. Eastwood; 15. Robert; 16. Vialle; 17. Zachman; 18. Rouiller; 19. Kytola; 20. Midey; 21. Van Drunen; 22. Flury; 23. Bernard; 24. LaRocco; 25. Demaria; 26. Bethys; 27. Bolley; 28. Vehkonen.

**O/A:** 1. Bayle; 2. Stanton; 3. Schmit; 4. Puzar; 5. Kervella; 6. Johnson; 7. Everts; 8. Van den Berk; 9. Vehkonen; 10. Tragter; 11. Evertsen; 12. Geboers; 13. Bolley; 14. Ward; 15. Vialle; 16. Cailly; 17. Machlinger; 18. LaRocco; 19. Godfroid; 20. Guedard; 21. Van Drunen; 22. Eastwood; 23. Bethys; 24. Bernard; 25. Robert.

**MASTERS OF MOTOCROSS POINTS STANDINGS:** 1. Jeff Stanton (34); 2. Alex Puzar (33); 3. Jean-Michel Bayle (25); 4. Donny Schmit (23); 5. John Van den Berk (21); 6. Trampas Parker (15); 7. (TIE) Rick Johnson/Eric Geboers (14); 9. Pekka Vehkonen (13); 10. (TIE) Michele Fanton/Yannig Kervella (11); 12. (TIE) Shaun Kalos/Stephan Everts (9); 14. (TIE) Andrea Bartolini/Pedro Tragter (7).

# Roeseler Streaks Through Desert With Hare In Hand.

Team Green's Larry Roeseler really showed his stuff in Nevada, tearing across the desert on a brand new 1991 KX250 grabbing his second AMA Hare & Hound 250cc Championship in three years. Roeseler not only served everyone a mouthful of dust, he also slashed 27 minutes off last year's winning time. Nice going, Larry. You're one buff dude.

**Kawasaki**

Let the good times roll.

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# VINTAGE TEST Megola Sport

# You might ask, "Why?"

By Alan Cathcart
Photos by Phil Masters

Next time Eddie Lawson or Kevin Schwantz or any other of those two-wheeled megastars fortunate enough to be endowed with the talent to tame the current fire-eating breed of factory 500cc V4 GP road racers complains about the traction problems they encounter trying to feed 160-plus horsepower through a patch of rubber about eight inches wide, give 'em a copy of this test. I mean — every rally driver will tell you that front wheel drive is The Biz when it comes to finding traction in slippery conditions. Torque steer? Well, um — yes, it can be a problem persuading the front wheels to point in any other direction than straight ahead when you're trying to feed about 300 turbo-charged horsepower through them — but that's what power steering's for, isn't it? So why not a front wheel drive bike, with a front tire twice the width of the rear one and Roberto Gallina's patented differential steering to overcome torque steer, for example? Don't reckon it? Nor do I — but if Fritz Cockerell were alive today, he'd probably build just such a bike. Instead, he built the Megola — 70 years ago.

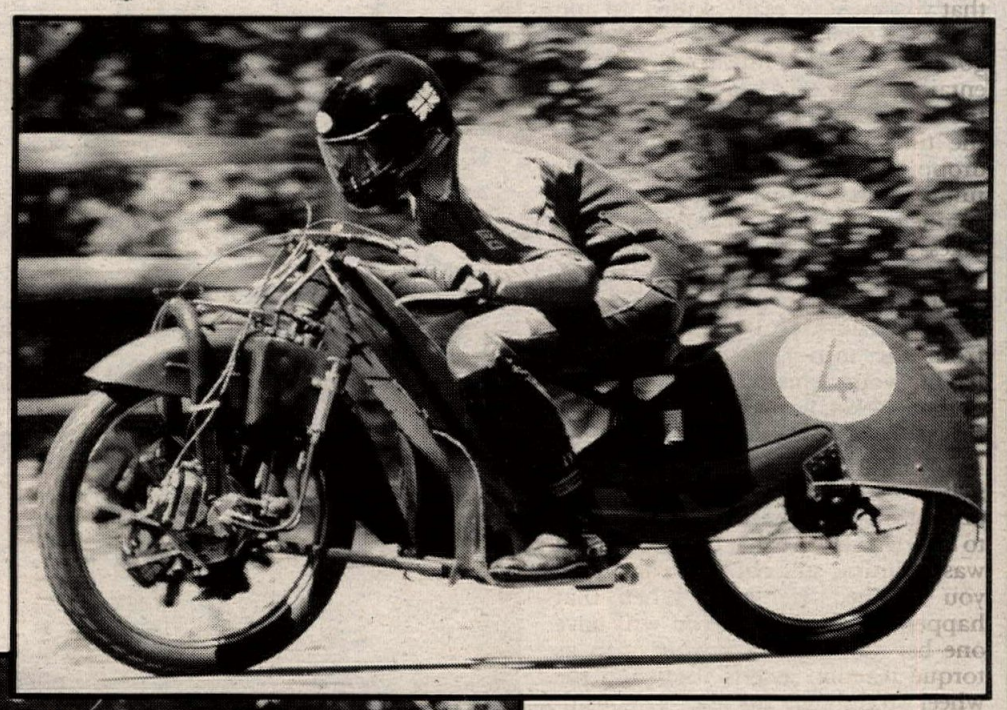
The Megola was the product of a consortium formed by three German engineers MEixner, GOckerell (who confusingly later spelled his name with a 'C') and LAndgraf — hence the name of the company which was founded in Munich in 1921 to commercialize the two-wheeled design produced the previous year by Fritz Cockerell. This originally featured a three-cylinder engine located in the rear wheel, soon replaced by a five-cylinder one, but by the time production began Cockerell had hit on the novel ideal of switching the motor to the front wheel. Well — not totally novel, for in fact the idea had already been tried out not long beforehand in Britain, where Radco had produced an abortive FWD prototype two-wheeler in 1919, but where ever he got the idea from, Cockerell was firmly convinced that this was the *hot tip* in motorcycle design, and backed his hunch by putting the Megola into production.

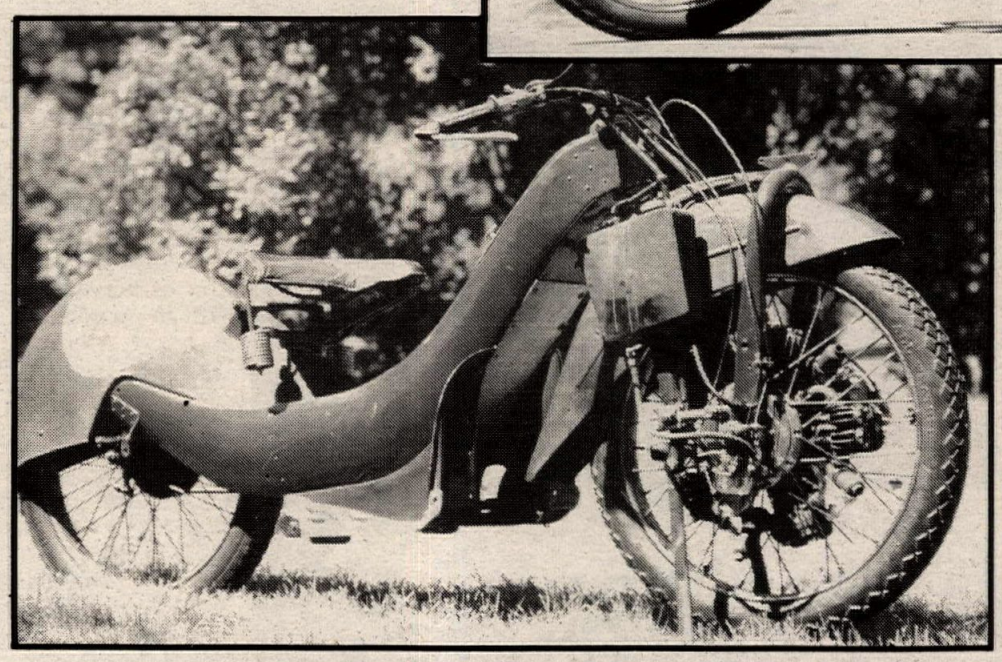
In spite of the many compromises the peculiar engine location entailed, which nowadays would be sufficient to prevent anyone even building a prototype other than out of a perverse desire to be different, no fewer than 2000 Megolas were built and sold during the next five years, before worsening economic conditions and rampant inflation in post-WW1 Germany forced what was inevitably a luxury machine price-wise, out of production to be replaced by a more conventional 175cc runabout bearing Cockerell's own name. If the idea that you could actually market a bike with a five-cylinder engine in the front wheel seems eccentric, what seems even more amazing in retrospect is that there were 2000 people ready to buy such a machine in the 1920s. However, that's practically normal behavior alongside the thought of actually racing one, which seems like a recipe for a ticket to the funny farm — yet that's exactly what happened.

In addition to the Megola Touring model whose armchair-type seating recalls one of today's equally eccentric FF/Feet Forward devices — the factory also built and sold a Sport model for competition, which became a regular contestant in the hands of various customers in both dirt track and road racing in Germany during the 1920s. Well — not quite road racing as we know it today, because with no clutch, no gearbox and no front brake, the Renn-Megola was hardly the thing for the Isle of Man or the Nurburgring (which actually hadn't been built yet, but you get the idea), more for flat-out blasts around paved ovals like the Grenzlandring or up and down the two carriageways of an autobahn with a banking at one end, like the Avus in Berlin.

It was at Avus that the most intrepid of the Megola-maniacs, works rider Toni Bauhofer, averaged no less than 88 mph in 1924, proclaiming himself German Champion later that year with a win in the Schleizer-Dreieck race, in which he defeated the works BMW team to win the title. Considering that

**Some 70 years ago a consortium of three German engineers built the Megola, a motorcycle with its five-cylinder engine mounted on the front wheel. Over 2000 of the Megolas were sold in post-WWII Germany.**





then, as now, the Schleiz circuit had more than a few wiggly bits, he must also have been a very brave as well as skillful rider!

However, it was in oval track racing in loose sand that the Megola really excelled, the qualities of FWD becoming more readily apparent in conditions where traction was at a premium — as the current research into 2WD motocross development by Sunshine in Britain confirms. Being able to hang the rear wheel out while keeping the throttle cranked wide open, safe in the knowledge that the front wheel is pulling you along in the direction you're pointing it makes the whole convoluted process of concocting such a device worthwhile. Well, almost.

Not many of the 2000 Megolas built in the '20s have survived, especially not the high(er)-performance Sport racing model, making the thing one of those semi-mythical weird-Harold contraptions you see in history books but never in the flesh, so to speak. Now, however, I can not only report having sighted one of these Loch Ness monsters of motorcycledom, but actually ridden it as well. Having lived to tell the tale, I can only say that Fritz Cockerell had both a warped sense of humor and a devious urge to create a motorcycling mutant, an opinion shared by my friend Jeff Craig in Pennsylvania, who was entrusted with the task of getting what must surely be the only Megola racer in North America functioning again on behalf of its owner, an anonymous collector who brought the bike back from Germany after the war in partially assembled form, but with the invaluable bonus of a spare front wheel — which is to say, engine!

Apparently the bike had been mixed up in some smuggling plot involving the use of its pressed-steel monocoque chassis as a receptacle for contraband and was seized by the Occupying Forces, then sold off. Once in the U.S., Jeff's friend eventually pieced it together and got it running, but it wouldn't pull any revs. Rebuilding a Megola engine once is enough for most sane people, so he left it at that until last year when he decided it might be nice to get it running properly: Jeff Craig was masochist enough to agree to try and do so — which is where we came in.

If trying to grasp why anyone would want to build a motorcycle with the engine inside the front wheel is hard enough, describing how Cockerell did so without writing a thesis on the subject is doubly difficult — but here goes. Firstly, though, the Megola's engine is often described as a radial design — but according to Craig, this is a terminological inexactitude.

"A radial engine is one where the cylinders remain static but the crankshaft rotates, usually with a propellor attached to one end," Craig said. "The Megola isn't a radial, it's a rotary, because the cylinders rotate and just the bearing housing is stationary, in effect acting as the front wheel spindle. The same principle was used on certain WW1 aircraft, the two most famous of which were the Sopwith Camel and the Fokker Triplane — they were rotaries too."

So there, Norton — eat your hearts out: Thought you had the world's first rotary racer, huh?

Of course, the Wankel rotary principle as employed on the current Norton is quite different from the Megola's rotary design, which is still based on good old-fashioned four-stroke principles, entailing five side-valve longitudinally finned cylinders measuring 52x60 mm for a total capacity of 637cc, disposed at 72 degrees to one another like the points of a star, to form a complete circle. The spokes of the front wheel are laced to what is in effect the crankcase, and completely enclosed the engine: this meant that Megola-maniac racers could only change gearing for different tracks by dint of changing wheel rim diameters, including, of course, the tires. Puts a new gloss on the current debate in Grand Prix racing as to whether a 16, 17 or 18-inch front tire is best, doesn't it? Since in order to do this, you had to relace the new rim to the engine, it comes as no surprise to learn that Megola-maniacs carried different engines already installed in wheels of varying diameters so as to be able to swap the complete unit over if they needed to! Locating the engine in this unlikely position did at least ensure that cylinder cooling was never a problem, but it did present additional engineering challenges, the solution of which stamp Fritz Cockerell with the mark of a brillant, if unconventional, engineer.

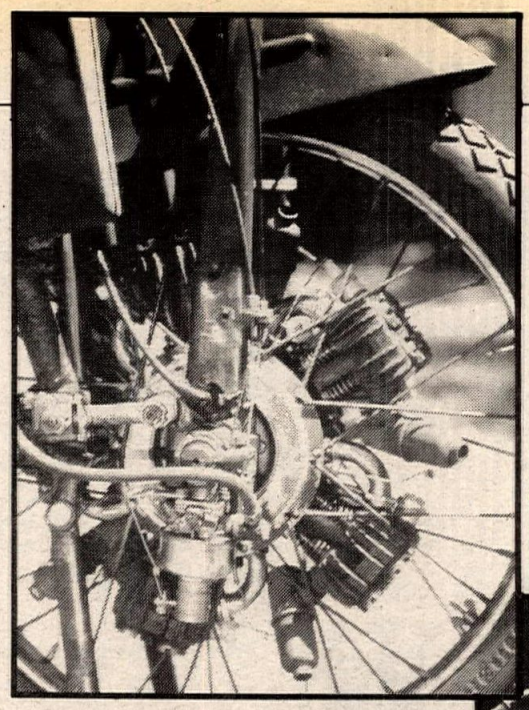
Think of it for a moment: How would *you* supply an engine located within a rotating wheel — front or rear — with fuel and lubricant, let alone work out an exhaust system or feed sparks to the plugs! Not many people would come up with an answer that worked, but Cockerell did so by casting a circular crankcase about 7 in./175 mm across to which the cylinders are radially attached, the whole acting as a giant wheel hub to which the rim and tire are fitted, with the entire resultant assembly rotating on two very large-diameter stationary bearings fixed to the inverted U-shaped support which sits at the front end of the five-leaf quarter-elliptic spring which

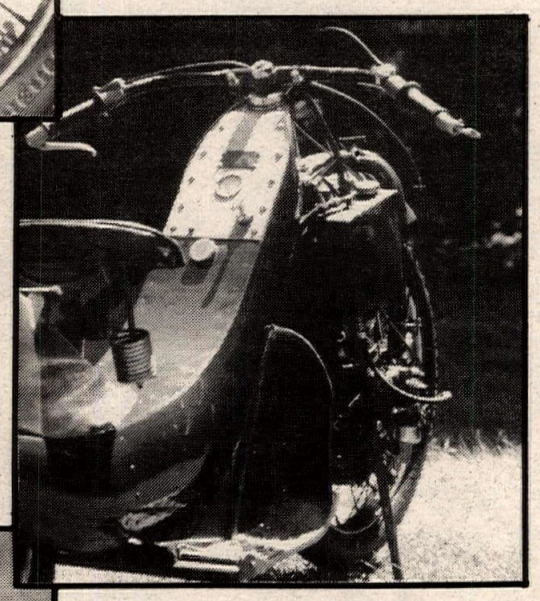
provides the only means of front suspension, as well as locating the wheel laterally via the U-tube. Thus the engine is effectively clamped between the front wheel bearings.

Obviously, fitting a kick-starter would have been impossible (not unless you wanted to risk doing a Doug Polen!), so the approved method of starting the device was to prop it on the front wheel stand and kick the tire with the sole of your boot. Allegedly, this was supposed to cause it to burst into life but after fruitlessly all but wearing out a right Reebok trying to perfect the necessary technique, I gave in and bump-started the thing, which is apparently what most Megola-maniacs did anyway.

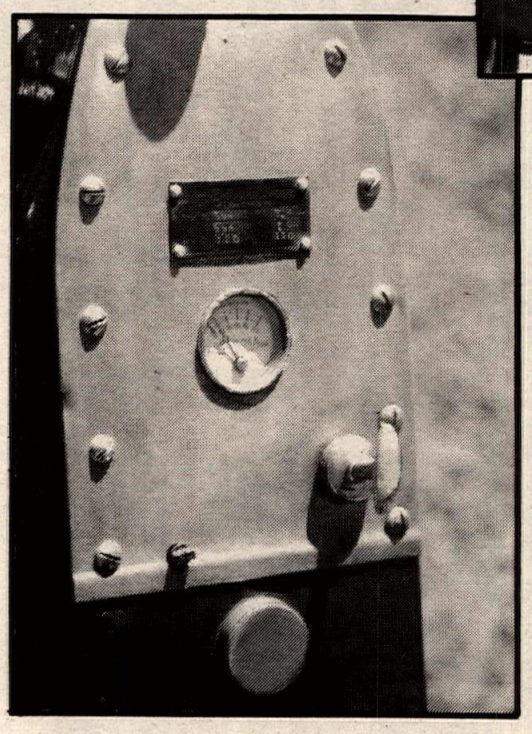
This is all very well, but if you do that you must be ready, kitted up and prepared for action, because it *don't got no clutch*! Thus, push-starting entails getting up a head of steam with the decompressor lever lifted, while all the time the engine is firing, then dropping the lever and simultaneously jumping aboard the sprung seat as the engine crackles into life and suddenly takes off at whatever speed you were unwise enough to set the throttle at when you dropped the valve lifter. This procedure is full of attendant risk, from the minor inconvenience of having your arms wrenched half out of their sockets as the Megola catapults forward while you're still congratulating yourself for having landed on the seat rather than the rear mud guard, or worse still, missed it all together, to failing to ensure that the front wheel was pointing straight forwards when you dropped the lever. When that happens, the odds that you will have one bar yanked out of your grip as torque reaction asserts itself and the wheel straightens up are, er, considerable, in which event an ignominious get-off is completely unavoidable and the Megola will continue on its merry way alone till gravity takes over and it tips on its side and stalls. Luckily, we had taken the precaution of choosing a relatively soft lawn for my initiation into the fraternity of Megola-maniacs, but Nancy Craig's flower bed took a bit of a beating. Having once mastered (well, sort of) the approved method of getting going without falling off, the ensuing slalom run among the trees and shrubs of Chateau Craig must have looked like something out of Keystone Cops. I mean, this thing has *no* clutch, so once the engine fires, you're off on your trip, leastways till you either fall off or stall the engine, both of which solutions to stopping the Megola I repeatedly sampled.

Riding one on the street even in the relatively traffic-free days of the early 20s must have been fraught with risk, though the Touring Megola did at least have a front brake of sorts, which is more than can be said for the Sport racer, which instead has only a single small-diameter drum on the back wheel, operated by a linked system matching the right handlebar lever to the left foot pedal. And you thought Guzzi invented the linked brake system? Cockerell must have realized that the setup was far from ideal for the road, though, because the owners manual apparently recognized the inconvenience posed by the new-fangled traffic lights then just becoming commonplace, by advising the Megola rider to 'orbit' until the lights changed and he could depart the scene: Somehow, I have this Pythonesque image of hundreds of Megola riders all 'orbiting' at the traffic lights at the corner of Hollywood and Vine or 5th Avenue and 43rd Street. . . .





**(Above) The air-cooled, five-cylinder side valve rotary engine displaces 637cc. (Right) The Megola Sport features pressed-steel monocoque construction. (Below) The main fuel supply is in the frame, and feeds the engine via a plunger hand pump.**



The astrological connotations are furthered in the engine, in which the rotation of the crankshaft under each firing impulse is transmitted to the crankcase by a trio of planetary gears, so that the crankcase/wheel hub thus effectively also acts as a single-speed transmission. The relative reduction ratio of 6:1 results in three firing-strokes per cylinder for each revolution of the wheel, in turn requiring a camshaft with three lobes to operate the side-mounted inlet and exhaust valves three times per revoluation, and the Bosch magneto fixed to the right side of the planetary gear housing must provide a spark 15 times per wheel revolution. The oil pump is driven directly off the crank, thence the magneto via a set of bevel gears, and the biggest challenge Jeff Craig found when he came to assume the role of Megola tuner was to time the ignition correctly, since the alignment of the bevels must be spot-on and the magneto itself mounted very rigidly in order to ensure accurate timing. Guessing exactly what that ought to be in terms of advance was also a laborious trial and error procedure. Though touring Megolas produced a fairly lethargic 14 bhp at 4800 rpm, the more highly tuned racers, with their tiny stub exhausts for each cylinder, high(er) compression two-ring pistons and larger diameter updraft carburetor mounted on the opposite side of the crankcase from the magneto, delivered a reputed 25 bhp at 6800 rpm: maximum safe revs were 7000, though in view of the absence of any rev-counter, in practice you just wound 'er on till she stopped being wound any more. Well — that's what we did, anyway.

Winding a Flying Megola up is certainly a unique experience in motorcycling, even if I have to admit I only did so in a straight line. The combination of sheer cowardice and considerable mistrust of those 28-inch beaded-edge tires' ability to withstand significant side loads — i.e. they'd probably roll off the rim! — made my progress around turns somewhat, well, restrained. But once the track opens up you can wind the throttle open and the Megola will pull itself upright and head determinedly for the bushes, with the hapless rider heaving manfully on the bars to combat the torque steer and make it head for where you want it to go, rather than where it intends to go. Presumably if you corner in the approved fashion, with the power on all the time and the back wheel rooster-tailing a plume of dust as it broadsides around behind you, that's not so much of a problem, but after grappling with the Megola's pig-headed determination to have its own way exiting turns, I promise never again to complain about understeer on a modern GP racer! Till you've wrestled with a front wheel drive bike, you don't know the meaning of the word. . . .

The fact that there's no clutch and therefore no transmission means that the Megola's engine must be extremely supple to accelerate from walking pace to Bauhofer's 90 mph top speed in a single ratio, and it is, but letting the rider off gear-selection duty doesn't mean he has nothing else to do except hang on and grapple with the steering. Lubrication to the engine is by total-loss gravity feed direct to the main bearings from the four-litre tank mounted on the left-hand steering strut, but while a corresponding tank on the other side holds a small supply of fuel, this is only a priming tank and must be topped up regularly from the main supply inside the pressed steel monocoque chassis by means of a plunger hand pump on the right of the chassis. This involves taking your hand off the throttle — but since this is of the lever variety you can simply pre-set it and maintain momentum while pumping gas from one tank to another.

Stopping the beast is something you don't want to do in a hurry, though — there's no front brake at all on the racing version, while the rear one is a curious dual operation device with one internally expanding shoe and one externally contracting one, both jointly controlled by the linked lever and pedal system. Squeezing and stamping for all you're worth seems to have practically no retardation effect whatsoever, so heavy use of the decompressor is the only solution, and that means operating it in plenty of time to allow your momentum to spend itself before that brick wall hoves up too sharply. . . .

The front suspension is hardly worthy of the name — the sprung saddle is actually a lot more effective — and was apparently a weak point of the design, which saw too much weight in terms of the engine and front wheel assembly suspended on the end of a small leaf spring which was prone to fracturing over the bumpy roads of the era. Worked just fine on Tennis Avenue, Philadelphia, Pennsylvania, though. . . .

At the end of the day, though, you have to ask yourself — why? Why build such a weird device, requiring so many complicated — and ingenious — engineering solutions to problems that never existed till the designer presented himself with them? By 1920, the basic format of the motorcycle as we know it today was well established, even if detail design on things like forks and brakes had yet to be finalized — well, evolved, let's say. Probably the only real reason for the Megola's existence is that Cockerell, who died in 1965 after a lifetime of inventiveness, was simply a creative spirit who like so many such men could equally well go up blind alleys such as the Megola undoubtedly represents, as produce designs of lasting worth. At the time, he probably thought the Megola was more likely to represent the way ahead for two-wheeled design than the 34cc clip-on moped engine he made in 1923, or the water-cooled in-line four-cylinder bike he built around the same time. Only time, and the Japanese, proved him wrong! CN

## Specifications

### 1923 Megola Sport

| | |
|---|---|
| Engine type | Air-cooled five-cylinder sidevalve rotary |
| Bore x stroke | 52x60mm |
| Displacement | 637cc |
| Carburetor | Updraft carburetor — dimension and make unknown |
| Horsepower | 25 bhp at 6800 rpm |
| Ignition | Bosch magneto |
| Transmission | None — fully engaged front-wheel drive |
| Clutch | None |
| Frame | Pressed steel monocoque with rivetted construction |
| Front suspension | Five-leaf quarter-elliptic spring |
| Rear suspension | None |
| Wheelbase | 1470 mm |
| Front brakes | None |
| Rear brakes | 150 mm single leading-shoe drum with dual operation by right handlebar lever and left foot pedal |
| Front tire/wheel | 25x3.00 Goodyear All-Weather on beaded-edge rim |
| Rear tire/wheel | 25x3.00 Dunlop Heavy Duty on beaded-edge rim |
| Dry weight | 242 lb. |
| Top speed | 90 mph (Avus, Berlin — 1924) |

# ENDURO AMA National Championship Enduro Series: Final round

FILE PHOTO BY KIT PALMER

**Randy Hawkins (left) clinched his third consecutive National Championship Enduro title with a third overall finish at Redding.**

# Walden captures win, but Hawkins wraps up third title

REDDING, CA, OCT. 21

Honda rider Marty Walden, from nearby Woodland, California, edged out fellow northern Californian Dan Nielsen on the tiebreakers to capture the overall victory at the final round of the National Championship Enduro Series in Redding. Walden took advantage of a burned check by defending National Enduro Champion Randy Hawkins at the last check of the day to clinch the win.

When the points were tallied, Walden and Nielsen had both dropped a total of 11 points, while Hawkins dropped 13. Rounding out the top five were KTM's Allen Gravit and local rider Tim Pfisterer.

Perhaps the biggest news of the day involved factory Suzuki RMX250 pilot Hawkins, who wrapped up his third consecutive AMA National Enduro Championship at the Redding Dirt Riders-hosted event. Going into the final event of the series, the only rider who had a chance, albeit a slim one, to dethrone the champ was former National Enduro Champion Kevin Hines. In order to overtake Hawkins in the series, Hines had to win the event and Hawkins had to finish no worse than third.

Heading into the third and final loop of the day, both Hines and Hawkins were separated by no more than one point, but disaster struck Hines before the finish when his factory KTM blew a right main seal in the engine. Hines had no choice but to try and replace the seal at one of the checkpoints, and the 20 minutes it cost him to perform the surgery cost him any hopes of winning his second-career championship. The series was effectively over at that point.

"I hated to see that happen to Kevin," said Hawkins. "Any time a series comes down to the wire like we had, I hate to see it come down to a mechanical failure as the determining factor. It wasn't Kevin's fault — he was riding as hard as he could and it was something he didn't have any control over. But the other way I look at it, I have to take it any way that I can, since the series was so tight."

"I'm really excited about winning my third championship," said Hawkins. "To me the first one (championship) was a really exciting one — it was the best, my first championship and all. I thought that backing it up with another championship was good, but this one is really better than the second, because it was a tight year and Kevin really made me work for it."

The Redding National Enduro featured three loops, totalling approximately 110 miles, and for Hawkins, the event got off to an auspicious start.

"The day started off rough," said Hawkins. "I went about 100 feet off the start line and bulldogged a corner right in front of everybody. Then there was this downhill and the front end caught a tree and went down, and I hit that check at 55 (seconds). At the next check, I got turned around on this steep, nasty hill and the trail turned off to the left — I didn't see the turnoff and kept riding to the top, but when I got to the top, there was a turnaround marker! So I had to go back down and ended up hitting that check in the high 50s. Kevin, Dave Bertram, Allen and those guys were hitting these checks right at 30, so I wasn't off to a really good start. But right after that I kind of got settled down and began learning how to ride the terrain."

As the AA riders set out into the third and final loop, the event was far from being over.

"I believe I had a one point edge over Kevin going into the third loop, then he had his problems," said Hawkins.

With Hines out of the running, Hawkins inherited a huge lead, one that looked like it would carry him into the winner's circle unchallenged, but it wasn't to be. At the final check of the day, Hawkins crossed the flags two minutes early, resulting in a seven-point penalty that cost him the overall win for the day.

"I was using both a mechanical and an electronic odometer and the electronic one was spot on all day long," said Hawkins. "We had just finished a tough section and came to a check, where I reset with eight miles left to go. I reset my electronic odometer and didn't bother to reset my mechanical one. I didn't go about 200 yards past the check when the electronic one went out, and since there were no reference mileage markers on the trail, I had nothing to reset my mechanical odometer by. So I ended up burning the last check by two minutes. I lost more points at that one check than I had the whole enduro."

Despite losing the overall win Hawkins was happy that the series was over and that the championship was, once again, his to keep for another year.

"I was down about 20 points with four rounds left to go, so it makes me feel good that I could come back and win the championship," said Hawkins. "There was a lot of pressure, but I had a job I had to do. I had a lot of support from Suzuki and my bike was great, but I don't think I could've done it without my mechanic Dale Stegall. He was always there when I needed him. It was a great year." CN

**Results**

O/A: 1. Marty Walden (Hon); 2. Dan Neilson (Suz); 3. Randy Hawkins (Suz); 4. Alan Gravitt (KTM); 5. Tim Pfisterer (Kaw); 6. Brian Veatie (Hon); 7. John Neilson (Suz); 8. Jason Dahners (Suz); 9. Scott Lathrop (Suz); 10. Darren Dachand (Kaw).

# EDITOR'S MEGAPHONE

By Jack Mangus

Vote! Plain and simple, get off your duff and vote in the upcoming elections!

Motorcyclists across the country more often than not bemoan the results of elections, yet fail to actively participate in them. Apathy? Sure. Case in point? Two years ago Alan "Mr. California Desert Protection Act" Cranston was given another six year stay in Congress by the voters in California. His opponent, the relatively unknown Ed Zshau, lost by a mere handful of votes. After that election, California motorcyclists realized that they could have made the difference if they had gone to the polls in numbers, rather than trickles. But it was too late, and we're still fighting off Cranston and his "close the desert" attitude.

Each state has its own motorcycle-friendly politicians, just as each state has the opposite — policiticans who would like to see motorcycling, not to mention a lot of other recreational activities that millions of Americans enjoy, become a thing of the past. It's up to each and every motorcyclist to analyze the candidates and ensure that the Cranstons of America are not re-elected or elected.

The California governor's race pits Sierra Club-endorsed Republican Dianne Feinstein (yes, Sierra Club-endorsed) against Democratic Senator Pete Wilson, who continues to oppose Cranston's S11 and has gone on record as opposing the stealing of money from the "Green Sticker" fund (see related letter from Senator Wilson in the Voices section). One doesn't need to hear each candidate's arsenal of campaign speeches to decide who would best serve motorcyclists or recreationalists in general. Get to the polls and support someone who has supported us — vote for Pete Wilson.

In California there are initiatives that require our "No" vote, such as Proposition 128 — the "Big Green" initiative, and Proposition 130, the "Forests Forever" initiative that is supported by the Sierra Club and — get this — Earth First!.

No matter what state you live in, there are candidates and initiatives that you should either support or defeat. You don't have to be a rocket scientist to sort out the good guys from the bad guys. Something as simple as a 30-second TV commercial can provide you with all the information you need, like California gubernatorial candidate Feinstein's commercial that carries the following message: "Endorsed by the Sierra Club."

Keep in mind the fact that candidates for office John Lund of Illinois, James Harkins of Maryland, Sherm Packard of New Hampshire, Jim Billingsley of Utah, and Lowell Landowski of California are AMA members. Lund is a long-time motorcycle dealer. Harkins is a motorcycle safety course instructor. Packard has fought for our rights in his home state. Billingsley says he got involved in politics so he could help defend motorcyclists' rights. Landowski is a member of the California OHV Recreation Commission.

Get out and vote! CN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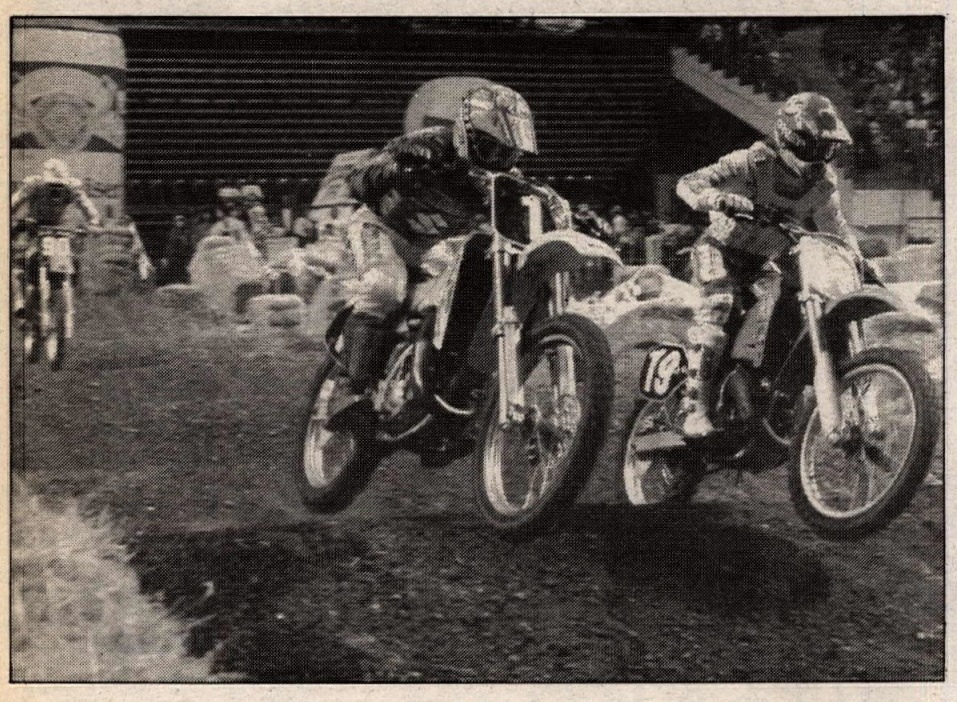
# SUPERCROSS Sacramento 50,000

Sacramento's Arco Arena was the site for the inaugural two-day Sacramento 50,000 Supercross, which featured a $50,000 purse.

Suzuki's Guy Cooper (1) and Erik Kehoe (19) battled in the 125cc class. Cooper won both 125cc classes and Friday night's 250cc main events.



# Cooper, Craig cash in at Arco Arena

**By Brian Barnes**

SACRAMENTO, CA, OCT. 19-20

Suzuki's new 125cc National MX Champion Guy Cooper and Kawasaki's MTGP Series champ Mike Craig scored huge overall victories this weekend in the inaugural Sacramento 50,000 tight track supercross held at Arco Arena.

Promoted by Spokes International's Phillip Christensen and former National MXer Jeff Hicks, the two day event offered a fresh new approach for both riders and spectators at an indoor supercross event.

Besides an opening including fireworks and human noisemaker "Nick the Noise," the format was unlike anything used before in this country. Also offered was a giant $50,000 purse that paid $2000 to each night's 125cc winner, while the 250cc champ picked up the handsome sum of $5000 on Friday and a whopping $10,000 in Saturday night's main.

Along with many top Americans entered, the top six Australian riders made their way to the U.S., including Craig Dack, Peter Melton, Kim Ashkenazie, Steven Andrew, Ben Perese and transplanted Eddie Warren.

Track builders John Savitski, Buzz Toppolo and Trevor Brooks were also presented with the unique challenge of designing a competitive race course inside the confines of basically a basketball arena.

With the baseball World Series taking place in nearby Oakland Coliseum, spectator attendance perhaps suffered somewhat, finding 4200 people watching Friday night's event, while Saturday's 8300 fans witnessed some great action along with several former MX stars such as Bob Hannah, Darrell Schultz, Donnie Hansen, Goat Breker and Danny Chandler.

A unique format seeded each of the 32 pre-entries in each class into one of four preliminary heats. The winner moved directly to the semi final round with the remaining riders going to a quarter final race.

The first two heat races of the evening in the 250cc class served notice to the American fans that the Aussies would not be pushovers. Both Dack and Andrews followed former Suzuki factory rider Erik Kehoe and Suzuki's Denny Stephenson across the finish line in their respective heats. Rodney Smith meanwhile, led Tallon Vohland to the line after factory Suzuki rider Jimmy Gaddis crashed in heat three with factory Yamaha rider Doug Dubach taking the measure of Ty Davis and Tyson Vohland in the fourth and final first round heat in the 250cc division.

With the 125s slightly more suited to the tight track indoors, heat one would be a good one with newly crowned National champ Cooper on the line. Cooper was brought back down to earth quickly though, as he and Kyle Lewis tangled just beyond the first corner necessitating a restart. The restart found Rodney Smith taking another heat win followed by Mike Craig and Cooper. Heat two saw Warren bring home the win for Australia over Kehoe and Stephenson, while Ryan Hughes led Dean Matson and Chris Young to the checkered in heat three. Heat four found newly signed Honda rider Jeremy McGrath, in perhaps his last appearance aboard a Kawasaki, hold off old Australian sensation Kim Ashkenazi.

The quarter finals would send four more riders into the semis, and as the gate dropped for the first 250cc quarter final, it was evident that this would be an excellent race. Jim Holley proved that he can still run with the big guns, leading Dack, Lewis and Larry Brooks home after a great race. Heat two once again found Cooper having his share of problems taking third behind McGrath and Andrew, while Craig secured the fourth and final transfer. Heat three found Hughes, Gaddis, Lamson and Peter Melton taking the top four spots, while Hughes embarrassed himself, crashing after taking the win. In the fourth and final heat, two Aussies strutted their stuff with Warren picking up another heat win leading Ashkenazi, Lowell Thompson and Young to the finish.

The 125cc quarter finals saw riders getting braver and braver after learning the hot lines around the tight course. Stephenson, Kehoe, Matson and Chris Young scored wins in their respective races, while the next three riders would move along with the winners to the semis and the remainder of the riders would pack it in for the evening.

The semi finals were a crucial step during the evening with the top four headed directly into the final and the rest of their way to the Last Chance. Semi number one of the 250s saw Lewis and Lamson wind up on the ground during the last lap with Hughes, Holley, Brooks and Melton going to the big money showdown. Semi number two found McGrath looking strong on his way to the win, while Cooper held off Dubach after an intense battle; Aussie Andrew took the last transfer position.

The 125cc semis were both close battles with Smith taking semi number one after putting in a strong showing over Stevenson, Craig and Tallon Vohland. In the second 125cc semi, McGrath led Kehoe, Cooper and Lewis to the flag to nearly complete the entire field for the final, with the exception of two Last Chance riders in each class. Kehoe and Craig went wire to wire taking top honors in the 250cc Last Chance, while Hughes and Lamson were the top finishers in a tough 125cc LCQ with Stephenson being edged out of a spot in the main after finishing third.

The 125cc main would be 15 laps and with a tough field on the line it was anyone's race. The first start saw a gnarly crash as Craig, Hughes and Stephenson all went down hard heading into turn one. At the referee's discretion, a restart was used and this time it was McGrath who got away cleanly with Lewis and Smith close behind. Cooper was running about fourth and wasted no time in getting to the front, moving into second behind McGrath. The race that followed was a good one, as Cooper first stalked McGrath then passed him on lap four taking the lead for good. McGrath dogged Cooper for the entire race to finish a close second at the checkered. Lewis, Craig, Kehoe and Lamson were not far behind in the third through sixth, while Hughes and Stephenson rounded out the top eight. Cooper was elated in victory circle after taking the $2000 check but couldn't dwell too much with the 250cc final immediately following.

The 250cc start would be critical with the higher horsepower machines charging into turn one. Kehoe looked strong coming to the final and after a holeshot over McGrath, Dubach, Brooks and Craig, it looked as if he might run away and hide in the 20 lap final.

Mike Chamberlain went into turn one a little too hot and endoed off the track in front of Cooper and former Australian National MX Champion Eddie Warren.

Michael Craig (43) is interviewed by announcer Larry Maiers in between motos. Craig was the big money winner, taking home $12,600 after two nights of racing.

The first few laps found a swapfest going on in the spots behind Kehoe, Cooper was running sixth in the 10 man field for a couple of laps before starting his charge. As Kehoe led the way on lap five, Cooper and Brooks traded positions a number of times before Cooper finally made his way past. Then McGrath and Dubach went down together, leaving Cooper clear sailing to Kehoe, who was in the lead and running away. It took Cooper till lap 11 to make his way to Kehoe's rear tire but once he did it was all business, as Cooper pushed past and was on his way to win number two. Cooper took the win with Kehoe succumbing to Dubach's pressure on the second-to-last lap and Dubach taking second. Kehoe finished third, while Craig, Brooks and McGrath led a Kawasaki freight train across for fourth through sixth. Aussie Melton was seventh. Cooper's so-called weekend vacation had netted him $7000 in one night's action and made the new National champ very happy.

Another warm fall day greeted riders during the afternoon and Cooper was slightly worried, saying, "I'm a marked man, everyone will be gunning for me tonight. It won't be easy at all."

Heat races once again began the long process of getting to the final events. Cooper wasted no time in making himself the favorite once again by dusting the first 250cc heat ahead of Craig and Gaddis, while heat two found Australian Andrew, leading Dubach across to take a well-earned win. The third heat found Kawasaki racers Tallon Vohland and Lewis put on an exciting race to take the top two spots ahead of Jones and Davis. Kehoe continued to shine taking the measure of Matson and Hughes in the fourth and final 250cc heat and then came right back to win the first 125cc heat of the evening over Lewis, Young and Tony Graves.

Heat two of the 125cc class was McGrath's all the way, while Hughes and Chris Neal watched, taking second and third. In the third heat Cooper showed why he was wearing the black and white number one plate by dusting his competitors. Lamson, Warren and Gaddis were the next three distant finishers.

Heat four found Craig taking a well-deserved win. The heat was marred by a first turn crash that retired Ashkenazi for the evening with a possible broken collarbone. Mike Chamberlain and Tommy Clowers ran second and third.

Quarter final action in the 250cc found more tight and rough action unfolding. Craig took heat one, while Dubach scorched the second heat with a fast ride. Davis was the victor of heat three over a closing Hughes with the fourth and final heat going to Matson after Smith and Jones chased him all the way home.

The 125cc quarter finals also would send the top four to the semis and Smith, putting himself on the winning end once more over Neal and Tallon Vohland in the first quarter final.

The second quarter final found Chris Young, Thompson and Lance Smail in an intense battle all race long finishing one, two, three. Honda-mounted Lamson then scored the win in quarter final number three over Gaddis and Clowers. The fourth and last quarter final was Warren's all the way, with Ray Crumb and Grayson Hart second and third.

The semis were the next order of business in line and the 250s were up first. Cooper again styled to yet another win with Craig, McGrath and Brooks all following him home for the next three spots in the main. Semi number two found Matson taking the win, while Gaddis led Dubach and Smith to the line for second.

The 125cc semis saw Kehoe, again, showing his form of old, taking a big win over Dubach, Gaddis and Tallon Vohland to land themselves in the main and Cooper continued his steam-roller of the 125cc class leading Warren, Craig and Chris Young to the finish line for first through fourth in the 125cc semi number two.

The final two spots in each class fell to Kehoe and Thompson in the 250s and then Smith and Crumb in the 125s.

The final 125cc main event was destined to be a Cooper affair after he dominated the previous night's race and Saturday's heats. Kehoe and Lamson took the early lead with Cooper close behind. Cooper moved quickly to the second spot behind Kehoe and then stalked him for five laps, stuffing him big time on lap seven to take the lead and then cruised onto his second win in as many evenings in the 125cc class. Kehoe settled for second spot with Lamson third. Craig was fourth, Gaddis fifth and Tallon Vohland ended up sixth.

One of the richest races of the year found 10 riders lining up for what would be a tense few minutes, as they waited to find out who would pocket the $10,000 winner's check, and Cooper was, once again, the odds-on favorite to win.

The start found Craig jamming into the lead with Kehoe, Dubach, Matson, McGrath and Cooper the next five riders in line. Those six riders stayed basically the same with the exception of Cooper who had moved into third by lap four. Cooper's luck ran out though, on lap five, as the Suzuki speedster crashed hard on the start straight, ending his hopes of a $19,000 weekend. Craig, meanwhile, was the class of the field leading all 20 laps and scoring the single biggest payday of his career. Dubach, McGrath and Kehoe provided much of the action after Craig ran away and hid. Dubach took his second consecutive runner-up, while McGrath looked good for third. Kehoe was fourth after dropping back from second, while Matson, Brooks and a disappointed Cooper were fifth through seventh.

In the winner's circle a jubilant Craig tossed his helmet into the crowd obviously stoked about his accomplishment. Craig collected some $12,600 for the weekend's work, while Cooper took $9600 home and Dubach pocketed $6500. CN

**Like Craig, Cooper took home a big chunk of the $50,000 purse. After winning three of the four feature races, Cooper left Sacramento $9500 richer.**

## Results

**FRIDAY**

**125 FINAL QUAL:** 1. Ryan Hughes (Kaw); 2. Steve Lamson (Hon); 3. Lance Smail (Suz); 4. Grayson Hart (Kaw); 5. Mike Chamberlain (Yam); 6. Chris Neal (Suz); 7. Eddie Warren (Kaw); 8. Chris Young (Suz); 9. Dean Matson (Suz); 10. Scott McElroy (Suz).

**125 MAIN:** 1. Guy Cooper (Suz); 2. Jeremy McGrath (Kaw); 3. Kyle Lewis (Kaw); 4. Mike Craig (Kaw); 5. Erik Kehoe (Hon); 6. Steve Lamson (Hon); 7. Ryan Hughes (Kaw); 8. Denny Stephenson (Suz); 9. Rodney Smith (Suz); 10. Tallon Vohland (Kaw).

**250 FINAL QUAL:** 1. Erik Kehoe (Hon); 2. Mike Craig (Kaw); 3. Denny Stephenson (Suz); 4. Steve Lamson (Hon); 5. Chris Young (Suz); 6. Craig Dack (Yam); 7. Lowell Thompson (Yam); 8. Eddie Warren (Kaw); 9. Kyle Lewis (Kaw); 10. Rodney Smith (Suz).

**250 MAIN:** 1. Guy Cooper (Suz); 2. Doug Dubach (Yam); 3. Erik Kehoe (Hon); 4. Mike Craig (Kaw); 5. Larry Brooks (Kaw); 6. Jeremy McGrath (Kaw); 7. Peter Melton (Yam); 8. Jim Holley (Yam); 9. Steven Andrews (Yam); 10. Ryan Hughes (Kaw).

**SATURDAY**

**125 FINAL QUAL:** 1. Rodney Smith (Suz); 2. Ray Crumb (Kaw); 3. Chris Neal (Suz); 4. Lowell Thompson (Yam); 5. Tommy Clowers (Kaw); 6. Shane Trittler (Suz); 7. Lance Smail (Suz); 8. Larry Jackson (Kaw); 9. Grayson Hart (Kaw); 10. Tony Graves (Hon).

**125 MAIN:** 1. Gun Cooper (Suz); 2. Erik Kehoe (Hon); 3. Steve Lamson (Hon); 4. Mike Craig (Kaw); 5. Jimmy Gaddis (Suz); 6. Tallon Vohland (Kaw); 7. Eddie Warren (Kaw); 8. Ray Crumb (Kaw); 9. Chris Young (Suz); 10. Rodney Smith (Suz).

**250 FINAL QUAL:** 1. Erik Kehoe (Hon); 2. Lowell Thompson (Yam); 3. Mike Jones (Hon); 4. Shawn Wynne (Suz); 5. Steven Andrew (Yam); 6. Tallon Vohland (Kaw); 7. Ty Davis (Hon); 8. Tyson Vohland (Suz); 9. Kyle Lewis (Kaw); 10. Eddie Warren (Kaw).

**250 MAIN:** 1. Mike Craig (Kaw); 2. Doug Dubach (Yam); 3. Jeremy McGrath (Kaw); 4. Erik Kehoe (Hon); 5. Dean Matson (Suz); 6. Larry Brooks (Kaw); 7. Guy Cooper (Suz); 8. Jimmy Gaddis (Suz); 9. Lowell Thompson (Yam); 10. Rodney Smith (Suz).

# INTERVIEW Road racer Raymond Roche

# On the verge of a title

**By Bruce Newton**
**Photos by Johan Vandekeckhove**

Raymond Roche and the factory Ducati tower over the 1990 World Superbike Championship like a booming, blood-red giant. The rest have simply been forced to stand in their shadow.

In physical terms, neither Ducati nor Roche are giants. Really, this small Italian company and this small old Frenchman shouldn't be able to inflict such a humbling defeat upon the Japanese. After all, the orientals were responsible for the horsepower explosion and the multiplication of cylinders that originally coined the word superbike.

But rarely has the duo's triumphal march faltered, only once has Roche surrendered the championship points lead and then only for one round. After the 10th round of the championship at Monza he was some 63 points ahead of his nearest rival Stephane Mertens.

The Japanese have fine machinery to race in the World Superbike Series — Honda's all-conquering RC30, Yamaha's rev-head OW01 and Kawasaki the fast ZXR750. They have the riders, too, double World Champion Fred Merkel, Belgian hard-man Mertens, pocket rocket Italian Fabrizio Pirovano, another former GP star in Rob McElnea and Australian superbike hero Rob Phillis. But none have been able to stick with the French/Italian alliance.

There are a couple of reasons. Firstly, the bike — the fuel-injected 888cc V-twin is not only as powerful as the Japanese and indeed superior in the mid-range, it is also, thanks to the way the class is structured, some 45 pounds lighter than the Japanese machines.

Then there is Roche himself. He is a muscly little brick of a man, grey whisps now invading his black hair. He was born 33 years ago in the south of France, one of six children (two boys and four girls). He still lives on the Mediterranean in the town of Sanary, where he indulges in his passion for tuna fishing and owns a pleasure boat business, which his brother runs.

**"I prefer 500, because for me it is the best catagory for pilots."**

He has enormous racing experience. A former factory and privateer 500cc GP rider on a Honda (1983 — 10th, 1984 — third, 1986 — eighth), Yamaha (1980 —23rd, 1985 — seventh), Suzuki (1982 —28th) and Cagiva (1987 —13th, 1988 — 20th), a former privateer 250cc GP rider (11th in the championship in 1978 on a Yamaha) and World Endurance Champion in 1981.

He was also the winner of more races than anyone else in the 1989 superbike championship, but only third in the points thanks to electrical glitches with the bike.

Roche is an interesting man to observe or talk to, self-possessed, confident, single-minded, at times tempermental and turbulent. On other occasions open, friendly and accommodating. And that is at a superbike race which, off the track anyway, goes nowhere near matching the intensity of 500cc GP racing. It is easy to imagine him being difficult to deal with when he wants to be, ask the marshall he kicked at Brainerd this year, the security guard he drove at in Canada in 1989 or the journalists who try to talk to him after a bad race.

But when Roche is happy and satisfied he is a delight, and with eight wins in 20 starts this year it's not hard to guess what his predominant mood has been.

Roche approaches superbike racing in tradesman-like fashion. He believes he has the best bike, he is equal to or better than any other rider out there, so he should win. And like a tradesman — as opposed to an artisan — his job does not fire his soul. Superbike racing is a job he enjoys, but nevertheless a job, Grand Prix racing is his passion.

Roche wants to win the World Championship this year — who wouldn't — but he says he wants to do it for Ducati first, himself second. If he was 10 years younger then maybe it would be for himself first, because then he'd have the chance of a 500cc GP ride.

"I prefer 500, because for me it is the best catagory for pilots," he explains in his typically-French, soft-and-rounded English. "Nice bikes, very much power, difficult to set, more possibilities for settings. With superbikes, after tire and suspension, that's it."

But his love for 500s is tinged — as with many riders who have swapped from a GP to superbike with realism: "It is better to have a good bike in superbike than a slow one in the Grands Prix . . . It (superbike) is a good challenge because you have this and you make a good time with this and sometimes it is good."

Roche appreciates the positives of superbike racing, describing it as a "good show," but he thinks there are ways to improve it, included in his criticisms are the standard comments regarding poorly written technical rules and a disjointed calendar.

But he has some original thoughts too. One way he suggests to improve the show would be to pay a higher points reward for a win. "If you have five or six points between first and second, then I want to win," he said. "Now I can finish just behind Mertens and it's alright, I am World Champion. He finishes third, I finish fourth — okay, two points. If he wins and I finish second, three points."

Even more interestingly, Roche would like to see the two-race format scrapped and each round turned into one longer event. "Good for television, good for rider, for bikes, for tires because many go 100 kilometers (60 miles), but 150 (93 miles), maybe not."

He'd also like a couple of 200-mile events, like Daytona or the late lamented Imola race incorporated into the calendar, although not necessarily as part of the championship. "There is problem for privateer riders to change wheels and refuel. But maybe 200 mile race one or two times a year. It would be nice with superbike, you cannot organize with 500, but you could organize a nice race with 500 GP rider and superbike riders with superbike motorcycles."

Last year, his first after shifting from GP to superbike, Roche was not the happiest of men — "nice" races were being separated by plenty of nasty ones.

"When I ride the Ducati (for the first time) I say 'okay with this bike, easy to win.' Okay, normally easy to win, but I broke six times, not easy. Last year I win many races, many lap records, many times pole positions, the best, but I am third in the World Championship. Bad.

"The bike stopped, then 10 minutes later it would come back. The problems we have last year were just stupid, electric. I say 'okay, if we work on this problem it's right.' "

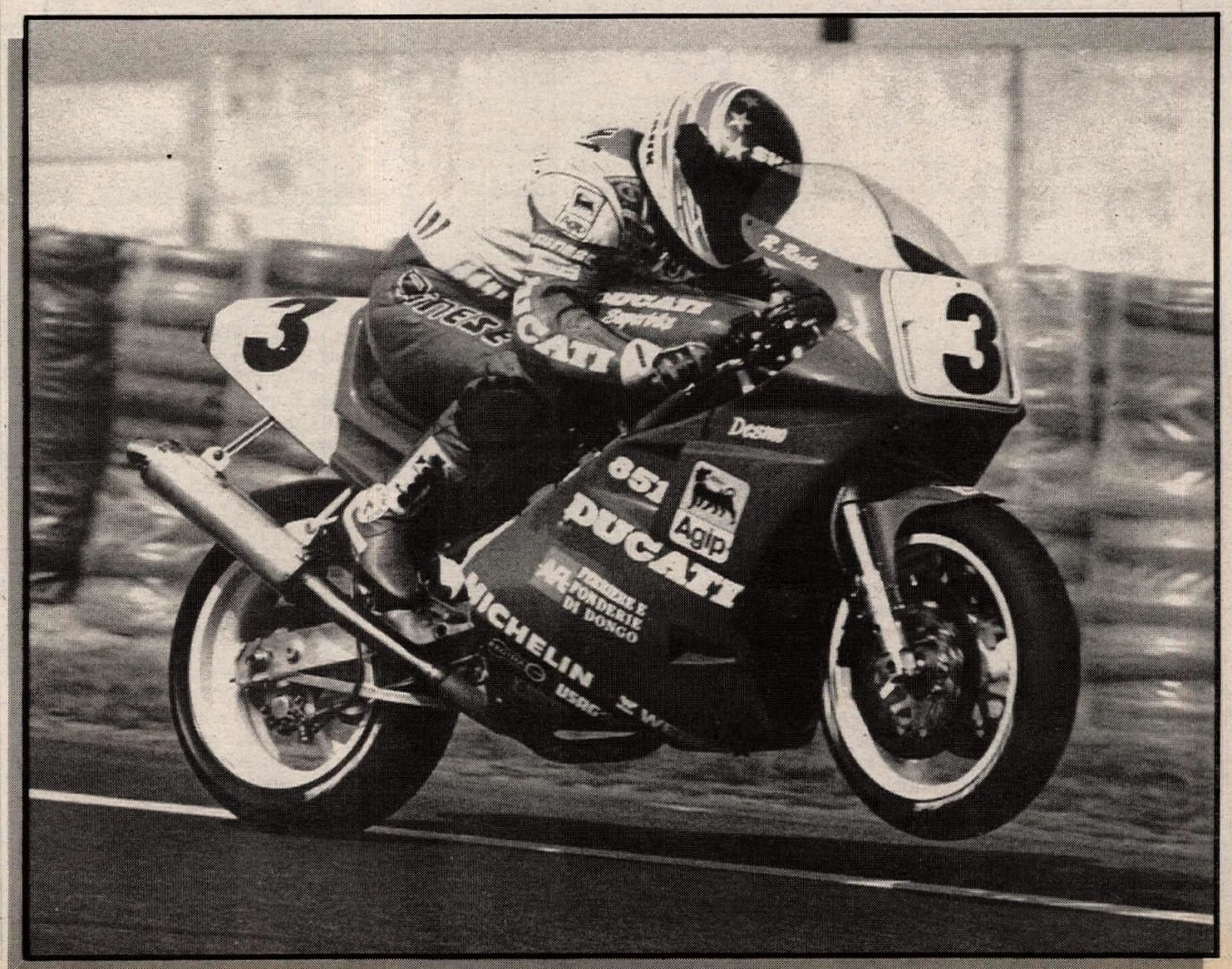
Plenty of work went into the Weber/Marelli electronic fuel injection and so far this year the problems have not resurfaced. Also, the long wheelbase Ducati has become a much better bike on tighter circuits — once again as the result of a lot of hard work: "After I won at Vallelunga last year (in an Italian championship race) we realized it was possible to win on small circuits and a lot of work was done on suspension. Also, the tires are much better."

And what about Roche himself? He admits to being a "bit" more motivated than in 1989, but the people who race with him think it's something of an understatement.

Mertens knows better than anyone else just how committed Roche has been this year: "Last year he was not 100 percent concentrate — he didn't push 100 percent. He thought 'I put in 95 percent because with my bike it's enough.' But it was wrong because last year he lose some points with that and he had some trouble with the bikes. This year he has big motivation, he want to be World Champion and he is doing everything. He's performing much better this year and he is fast rider."

There's no doubt that the Belgian is reasonably close to the mark. Roche has put in some truly outstanding efforts this year. For him, winning a race at the Hungaroring and qualify-

**Frenchman Raymond Roche is close to wrapping up the World Superbike Championship, ending the reign of American Fred Merkel. It will be both he and Ducati's first world title.**



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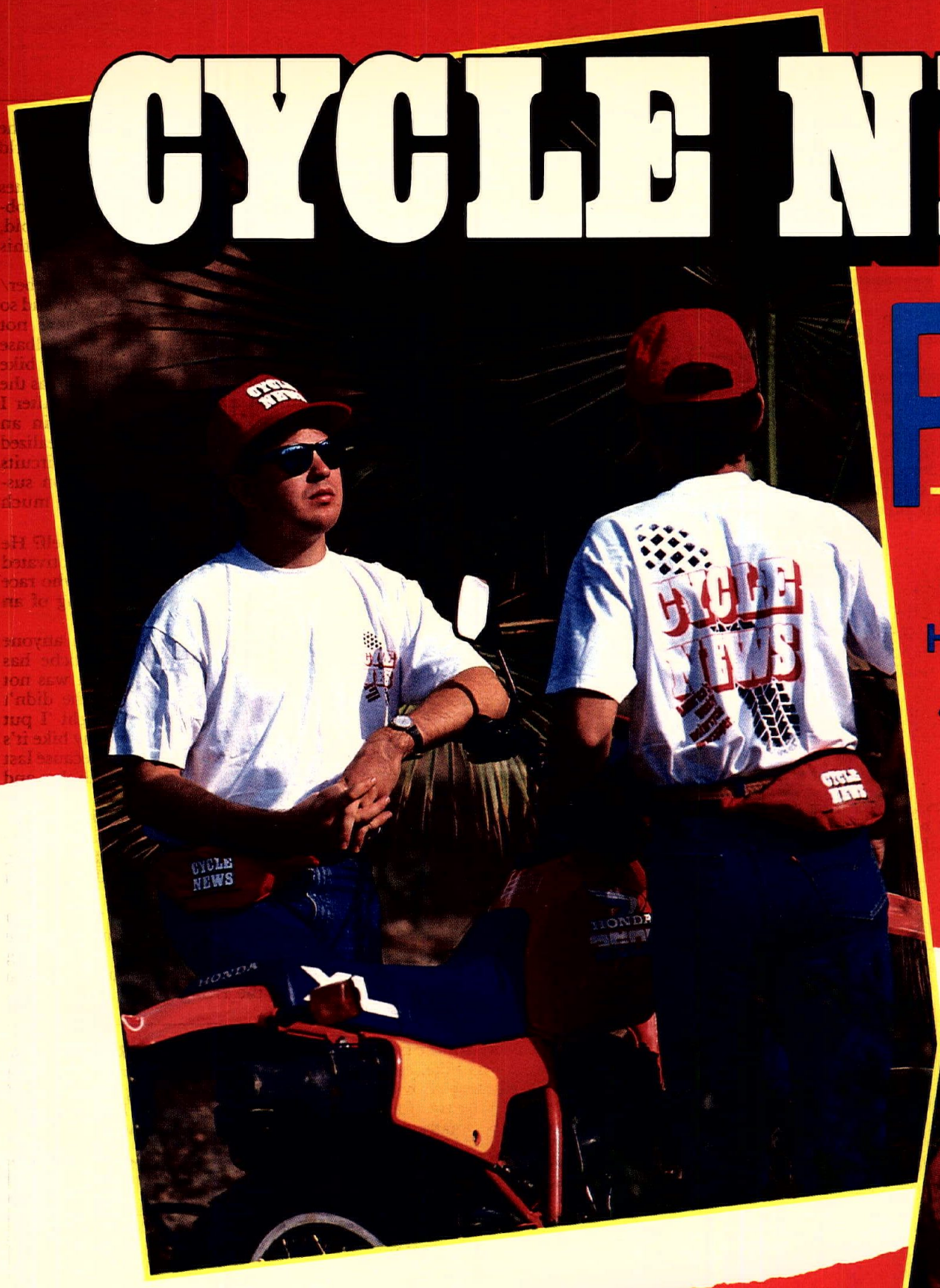


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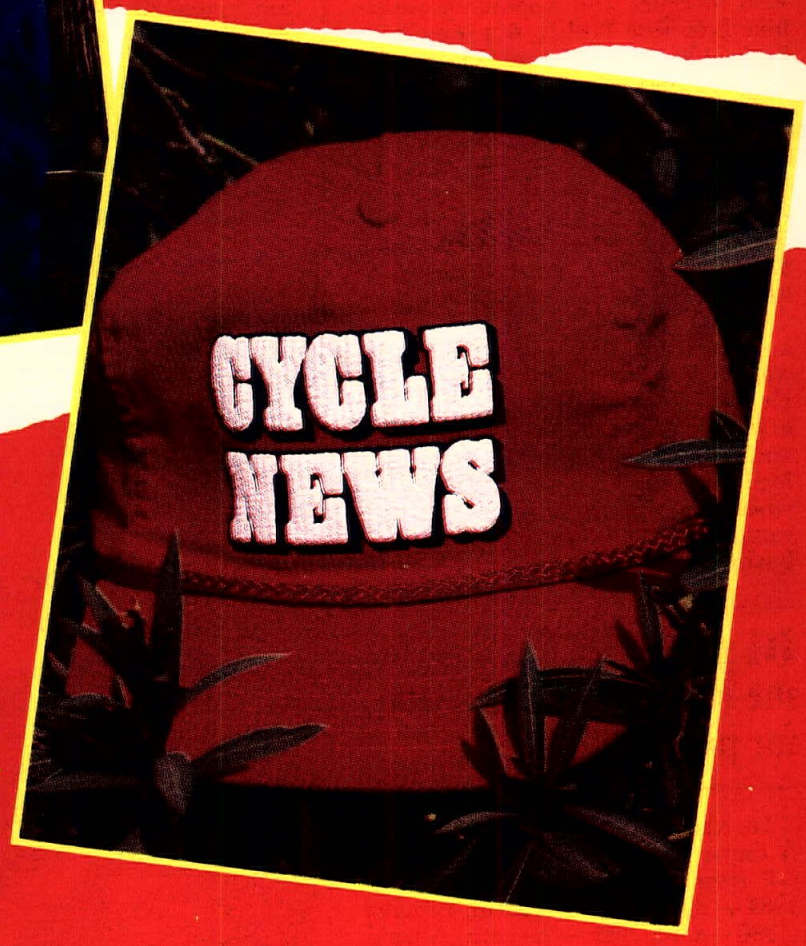

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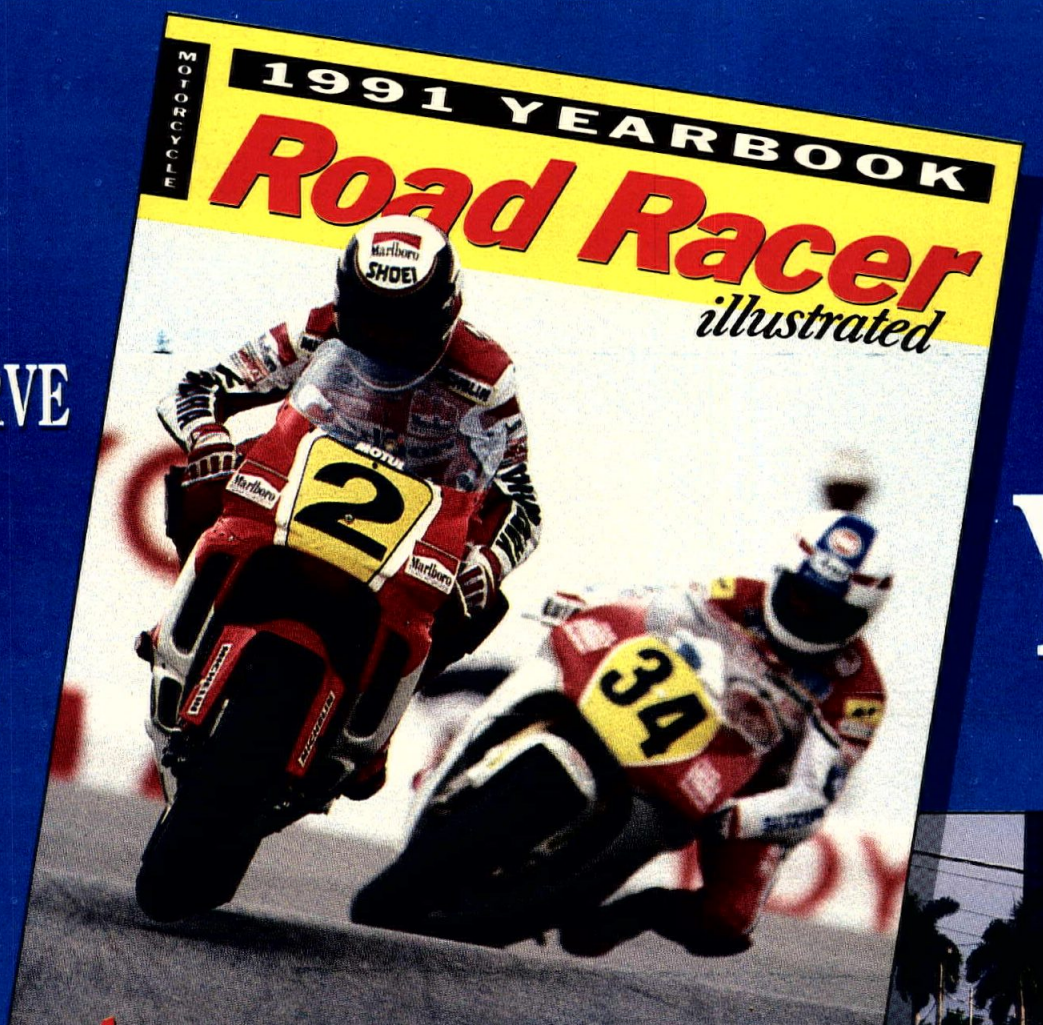


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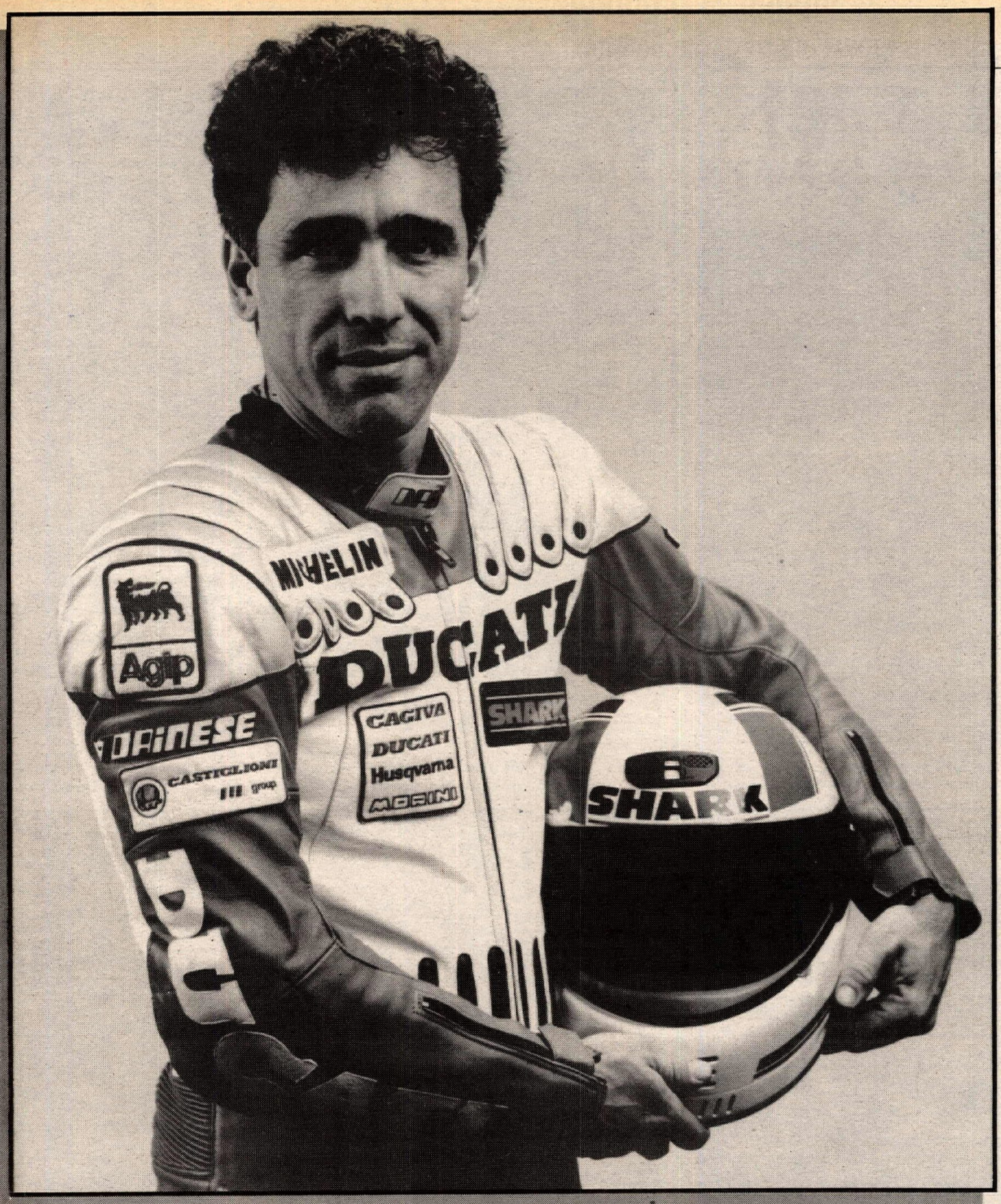


ing on pole and winning a race at Sugo rank as highlights: "When I drive the first laps (at Sugo) I say 'ooooh, I cannot win.' But we are there a very long time and we try to set (things up better)."

To watch Roche at Sugo in those first days was to do so with heart in mouth. Flick, waggle, slide, the Ducati seemed intent on dumping him on the ground, but he hung on and improved and improved. It was the same story in Hungary, working with suspension settings, different tires, gearing, until it finally all came together.

But then, there are cases where the motorcycle simply works from the beginning: "In Spain, I only had seven laps practice and pole position," he recalls. The crux is the gearbox, he explains: "Sometimes you have a track and the gearbox is right. You cannot change gearbox, you cannot change nothing on this bike. If you arrive at the track and the bikes are right and immediately you go fast, but sometimes the bike is not right and it is a very difficult job."

When it's not right the gearbox itself cannot be changed, it simply takes too long, so a new engine has to be put in. Roche has three engine/gearbox combinations to choose from at each race.

Then there is the tall ratios he prefers because using a larger sprocket on the rear would affect the suspension settings. Thus, he puts up with slow starts. The other spin-off is that sixth is not used that often either, indeed at Jerez where Roche needed only the first four gears — such is the torque of the motor.

The combination works, but Roche admits concerns for the future, particularly now that Kawasaki has released the new ZXR750R which could form the tip of a new Japanese superbike wave.

"Now I think Ducati has a small advantage because the engine is fast, but the frame is very difficult to drive. If they don't do something with the bike then they will be ruined when the Japanese make their changes. It won't be competitive anymore if they don't start to think about it now."

Roche says he does not see enough improvement coming from next year's single-sided swingarm bike to indicate that the advantage will be maintained. The problem, he says, is that the current engine is being retained. It is very long which means a long wheelbase and heavy steering: "I would like the engine of the machine to be shorter. Maybe next year we have one possibility, we change the cylinder head on the street bike and then we can change the frame."

It is obvious there are frustrations, and he follows a similar line when asked about the factory team — Squandra Corse Ducati Lucchinelli: "The team doesn't really have the mentality to think about the future. It has some flaws but it will improve. They are conscious of the fact that they need to improve."

Roche says he is happy with the team, certainly the most colorful and emotional in pit lane, but he seems determined to drag them into awareness of the coming battle: "It does motivate me (to work for such a team), but I would like one more engineer . . . one a bit more serious. It doesn't make a difference having mechanics that are colorful, but it would be better if we had an engineer who was really hard like the boss."

Hang on. That sounds a bit like what Marco Lucchinelli should be doing. He is team manager, after all. But ask Roche how the former World Champion performs that function and he just laughs, not in a vicious way, more in the way of suggesting that trying to describe Marco is just impossible.

Lucchinelli, he says, is no hard man: "Marco's interested obviously, because for Marco Ducati is the best bike. He talks about long-term projects, computers and things like that, but he doesn't go into details at each event. He'll only talk about it if there is a big change to be made; he'll discuss it and talk about it. . . If I think there is a change that should be made to the bikes for the future the I speak to Marco and then we speak to Ducati."

Besides Roche and Lucchinelli, the other dominating personality within the team this year has been Giancarlo Falappa. There had been conflicts between the two riders before the Italian suffered his serious injuries at the Osterreichring. Roche, with years of experience and the indiscretions of his own racing youth to draw on, was a dramatic contrast to his erratic young teammate.

At Donington Park he stood grim-faced on the rostrum as Falappa celebrated his second leg victory. Not because Falappa had beaten him with a last corner out-braking move, but because they had not worked as teammates in their pursuit of Merkel: "I had a very bad start and I come back and when I catch Falappa we wasted time. We were racing, I lost one second, because Falappa want to be in front.

**"I am an old man now. I don't want to crash."**

"The problem with a young rider like Falappa is he crashes because he say, 'I want to be in front' but he thinks 'I want to be in front immediately.' Sure I want to be in front, but he say 'I am best rider on first lap, I am best rider on second lap, I am best rider in all condition. He wants to be first, so sure he crashes. I think it is experience."

Doug Chandler is the other rider Roche has strong feelings about: "A good rider. I would like to see him on a standard Kawasaki to compare with Phillis. I cannot compare because he has a prototype. Sure, he is good rider, but I can beat him no problem."

Roche obviously believes that Chandler's Muzzy Kawasaki did not meet superbike rules, and that rankles him. That and the fact that the young American is being hailed as a world beater: "It is easy to come into superbike and say, 'Oh, I come two times and I win' because you have no championship and you are on different bikes. He say, 'Oh, it's easy' and people say 'Chandler is going fast and I want that rider for GPs', so I read that Chandler is in 500 because he goes two times to superbike and he wins."

None of the other riders Roche has battled with and generally beaten this year catch his attention as much as Falappa. His summations are short and to the point. Merkel, Jamie James and Phillis are good riders, as is Mertens who is also "very aggressive." McElnea is "very fast" as is Pirovano, although he dismisses him as "incomplete, he can only do 10 really fast laps." Merkel's teammate Baldassarre Monti "is very fast, but completely crazy."

Roche's own attitude is of one who has plenty of trips down the road in his early days of racing and learned to live from it. He admits that he crashed as many as four times in a weekend of racing: "I am an old man now," he smiles. "I don't want to crash."

But he does want to win and he does want to race: "Also, it is the only thing I know," he laughs.

And like any good tradesman, Roche does what he knows well. CN

# CROSS COUNTRY Illinois Cross Country Championship

Swede Jimmie Ericksson, who won the Lightweight Four-Stroke class at this year's ISDE in Sweden, topped the Illinois XC Championship aboard his Husaberg 501.

Joe Zierman was running third before submerging his ATK in a water crossing and later getting lost. The Junior World Six Days rider finished fourth overall.

Team Green's Jeff Fredette, a four-time winner of the Illinois Cross Country Championship, finished third overall behind Larry Sullivan and winner Ericksson.

Ron Naylor, riding a 350cc ATK four-stroke, held a two-and-a-half-minute lead before barbed wire wrapped up around his back brake, forcing him to retire.

# Ericksson thumps 'em in Illinois

**By Merle Acord**

MORRISON, IL, OCT. 21

Team Husaberg's Jimmie Ericksson, riding a 501 four-stroke, rode two 62 mile laps in five hours and 40 minutes to edge out Honda's Larry Sullivan by one minute to win the Illinois Cross Country Championship in Morrison. Team Green's Jeff Fredette, four-time winner of this event, was third, four minutes off the pace.

Dave Pucharich, current points leader in the Illinois Cross Country Hare Scramble Series, fired his Honda CR250 on the first kick and led the Expert class off the line. Pucharich was still a bike length out front after the one-mile loop through a peat bog and open field that doubled back and ran through the starting area. Sweden's Ericksson, with ATK's Ron Naylor, on a 350cc four-stroke in his draft, moved into second place and was closing fast. Husky rider Rick Ingold and Fredette completed the top five.

Bill Gusse, race promoter and Bike Barn owner, said, "I trail ride this area for a whole year and I pick out the 'good spots.' That includes gully washes, both shallow and deep water crossings, tight woods and open woods, power robbing plowed fields and high speed cow pastures. And, of course the monster peat bogs. This is an A riders event and something the B riders talk about all winter."

"I like it. It's a lot like Sweden, some of the trails are very difficult to get through," said Ericksson, who was a member of Sweden's ISDE Junior World Team and the 350cc Four-Stroke class winner at the 1990 ISDE. "Near the end of the first loop I went through a deep water crossing, and because I was in the lead, there wasn't a trail to follow and I took the wrong turn. I lost almost 10 minutes getting back on the course. I don't know for sure when I regained the lead, but it was early in the second loop. The second time through was much easier than the first. I just tried to ride fast and not break the bike."

Naylor, after 51 miles in the first loop, saw his two and a half minute lead dwindle away, as he tried to remove a ball of barbed wire packed in his rear brake. "I wasn't having much luck removing the wire when Fredette caught up. He stopped, offered to help, but I told him to go on, that this one was major and I'd have to drop out."

Triathalon runner Larry Sullivan who counts motorcycling as his second hobby, needed the extra stamina for his second overall. Sullivan said, "Midway through the first loop, my throttle cable stuck and I dumped it three times. The first one was big time. I tried to back off the throttle at the top of a hill in the woods, but the motor kept right on revving and I crashed all over that downhill. I was lucky the only thing that broke was the rear fender. I didn't want to do that anymore.

"On the second loop, I thought if I could just stay out of trouble and ride smooth and finish I had a good chance of winning," said Sullivan. "I was about four minutes behind when I got to the peat bogs. I managed to pick up three minutes. If we would have had 10 more miles of bogs I would have won. Last year I was leading late in the run and broke. Maybe next year?"

"I didn't know I had taken the lead in the first loop at the last deep water crossing where Jimmie took the wrong turn," said Fredette. "And I didn't know my fuel line was sliced and was letting gas dribble out. I ran out of gas before the peat bog observation check about six miles from the end of

the first loop. I lost a lot of time getting enough gas to get back to the pits."

"I knew it was going to be tough to catch Jimmie now that he knew where he was going. So I just kept going and tried to survive because in this race it isn't over until you're back at the Bike Barn.

"Halfway into the second loop I came upon Joe Zierman stuck in a creek crossing," said Fredette. "I thought he had watered out so I went on around. Then at another creek crossing I kind of hesitated and Joe went around me. So we raced for a while, but then he lost the arrows or something in a big field and I took over the lead. Right after that we got in the fast woods and the peat bogs and I never saw him again."

Zierman said, "I had third by about five minutes late in the second loop until I went upside down in a creek crossing. I had a hard time restarting and that's when Fredette went around me. I think Fredette must have done the same thing I did for I caught and passed him at another creek. Then he pulled me with that little 200 in a corn field. Wow! This is the first year I've finished this race. It was a typical Gusse' race, trashy, all the gullies and washes and logs in the world. It's a tough race. It always has been and you don't ride it for fun, you ride this one for the challenge. The only reason I'm riding is because I haven't finished it in about six attempts."

Kawasaki rider Harvey Whipple was fifth overall two minutes ahead of Honda-mounted Steve Sulzberger, Dave Pucharich was seventh.

"I've been riding this race for 10 years," said Husky rider Gary Peterson. "Now that I've won the A class it may be time to retire."

Kawasaki rider Dan Buck took second in the A class and said, "It was an excellent course and a great race if you could live through it."

Steven Swatchend, David Kerwell and Tom Desort rounded out the top five A class riders.

Rod Gorzney won the Senior class for the second year with Mike Ellis second.

Erik Prudy diced with fellow Suzuki rider T.J. Timmerman in the Mini class Saturday race before taking the lead for good on the second 11-mile lap. Ryan Moss was third followed by Darin Housenga and Chris Wolf.

Ray Poston came out of retirement to win the Super Senior with "Gabby" Hayes second. Hayes said, "I rode the first 50 miles without finding anything impossible to ride. I thought maybe Bill was getting soft. Then I came to the last creek crossing and when the water came up to the saddle and the motor conked out, I knew Bill hadn't changed." CN

## Results

**O/A:** 1. Jimmie Ericksson (Hsb).
**O/A B:** 1. Al Carven (Suz).
**EX:** 1. Jimmie Ericksson (Hsb); 2. Larry Sullivan (Hon); 3. Jeff Fredette (Kaw); 4. Joe Zierman (ATK); 5. Harvey Whipple (Kaw); 6. Steve Sulzberger (Hon); 7. Dave Pucharich (Hon); 8. Troy Bradshaw (Hon); 9. Craig Hayes (Hus); 10. Gary Adams (Suz).
**A:** 1. Gary Peterson (Hus); 2. Dan Buck (Kaw); 3. Steve Swatschend (Hon); 4. David Kerwell (Yam); 5. Gary Oswald (Hon).
**SR:** 1. Rod Gorzney (Kaw); 2. Mike Ellis (ATK); 3. Auenera Petty (Kaw); 4. Jack Roten (ATK); 5. Quintan Davis (Kaw).
**S/SR:** 1. Ray Poston (Kaw); 2. Gabby Hayes (ATK); 3. John Cygnor (Kaw); 4. Bob Grider (ATK).
**BIG B:** 1. Al Carvens (Suz); 2. Larry Ditzler (Yam); 3. Michael Koch (Suz); 4. Kelly Cooper (C-A); 5. Ken Otterbach (Hon).
**LITTLE B:** 1. Scott Leverton (Kaw); 2. Danny Sturaart (Kaw); 3. Randy Becker (Kaw); 4. Jeff Doughty (Kaw); 5. Layton Erickson (Hon).
**C:** 1. Mike Havens; 2. George Virag; 3. Mark Lowry; 4. Britt Bjugan; 5. Dave Rachus.
**MINI:** 1. Erik Prudy (Suz); 2. T.J. Timmerman (Suz); 3. Ryan Moss (Suz); 4. Darin Housenga (Hon); 5. Chris Wolf (Kaw).
**P/W:** 1. Jesse Klimek; 2. David Stebbins; 3. Jeff McIntyre; 4. Shane Klimek; 5. Charles Deutscher; 6. Cory Bruggenwirth; 7. Jeremy Smith; 8. Tony Roseman; 9. Stephan Archer; 10. Brunson Grothus.


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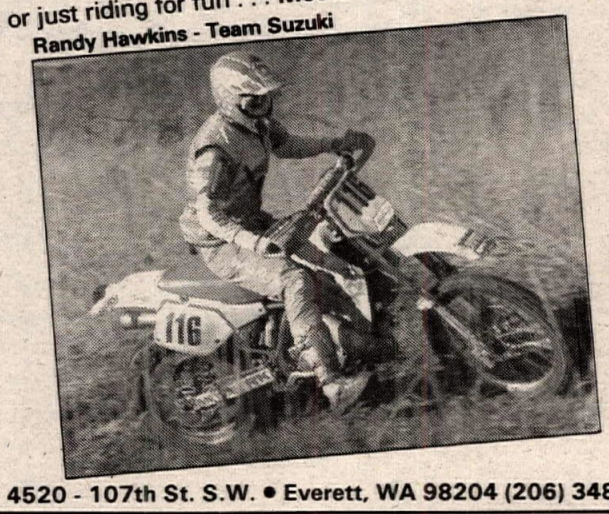

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# LOCAL EVENTS

Eric Hanson (22) and Jade McDowell (86) chase Steve Caston (19) and an unidentified rider at the beginning of a 250cc Beginner class moto at Perris.

Chuck Graves won his fourth straight F-1 race to clinch the Miller High Life Formula One Grand Prix title at Willow Springs International Raceway.

## Hughey hauls at Perris MX

### By Tony Alessi and Kim Scott

PERRIS, CA, OCT. 13

Honda rider Chris Hughey swept all four motos en route to victories in the 25-29 and 125cc Beginner classes during GFI Super Saturday MX at Perris Raceway.

Suzuki rider Mike Battista led the first quarter of the first 125cc Beginner race but Hughey chased him down and took the lead on the fourth lap. Hughey inched away to victory while Battista faded back into the sights of John Bonacci, who passed him for second on the final lap.

Battista again found the right line into the first turn at the start of moto two and led the way during the opening laps. Battista pulled away at first but a very determined Hughey closed in at the halfway point. Hughey tried to get a wheel inside, but Battista fought him everywhere. Hughey finally overpowered Battista on the fifth lap and went on to win. Battista held on to second, overcoming a late-race charge by Bonacci.

Hughey had an easier time winning back-to-back motos in the 25-29 Beginner class. C.T. Falk and David Fajardo diced it out in both motos with Falk finishing second followed by Falardo, Green and Bonacci.

Jamie Mitchell smoked the 250cc Novice class, winning both motos with large leads over Tony Hadsall and Bobby Peters. Mitchell looked like a sure winner in the 25-29 Novice class too, but Ed Vitelli had other ideas and used a pair of second place finishes to beat Mitchell's 1-3 moto finishes. Eric Beingesser rounded out the top three.

Ron Stebe returned to MX racing after a five-year layoff to win the Vet Novice class. Stebe, who attributed his win to the superb track conditions, said, "The track was perfect both motos and it pumped me up to go faster." Greg Pagan charged through the pack finishing second in front of Greg Whitfield.

The combined Pro class was a thriller with Ryan Hughes earning $240 by topping both motos. Tracy Monterone put on a terrific ride, finishing second in both motos. Steve Lamson was trying to sort out his new Hondas and struggled to fourth behind Richard Saxton. Erik Kehoe looked good early in the day but retired with mechanical problems.

**Results**

50 STK D-1: 1. Vance Freeman (Yam); 2. Michael Blose (Yam); 3. Justin Mace (Yam); 4. Eric Wood (Yam); 5. Ryan VanHoof ((Yam).
50 STK D-2: 1. Derek Downey (Yam); 2. Heather Matthews (Yam); 3. Chris Lightfoot (Suz); 4. Kane Stewart (Yam); 5. Kyle Mace (Yam).
50 MOD: 1. Eric Wood (Yam); 2. Justin Mace (Yam); 3. Vance Freeman (Yam); 4. Benjamin Stuelke (Itj); 5. Heather Matthews (Yam).
60 D-1: 1. Cliff Jennings (Kaw); 2. Tyler Newton (Kaw).
60 D-2: 1. Kevin Jennings (Kaw); 2. Mark Johnson (Yam); 3. Mike Norris Jr. (Suz); 4. Alan Glaser (Kaw).
80 BEG: 1. Justin Turner (Kaw); 2. Mike Molina (Suz); 3. Rick Richards (Kaw); 4. Jessie Moffett (Kaw); 5. Shawn Fulgham (Suz).
80 NOV: 1. Dennis Turner (Kaw).
80 INT: 1. Larry Linkogle (Kaw).
125 BEG: 1. Christopher Hughes (Hon); 2. Mike Battista (Suz); 3. Johnny Bonacci (Suz); 4. Chris Bayer (Hon); 5. Mike Koger (KTM).
125 NOV: 1. Robert Sheldon (Kaw); 2. Tim Olson (Hon); 3. Jon Roberg (Suz); 4. Matt Engstler (Hon); 5. Chris Abston (Kaw).
125 INT: 1. Randy Lawrence (Kaw); 2. Mercedez Gonzalez (Kaw); 3. Randy Danylo (Kaw); 4. Gary Butcher (Kaw).
125 PRO: 1. Ryan Hughes (Kaw); 2. Richard Saxton (Suz); 3. Steve Lamson (Hon); 4. John Posca (Suz); 5. Erik Kehoe (Hon).
250 BEG: 1. C.T. Falk (Yam); 2. Joe Adlesh (Hon); 3. Michael Overby (Suz); 4. Dave Cochran (Yam); 5. David Walker (Kaw).
250 NOV: 1. Jamie Mitchell (Kaw); 2. Tony Hadsall (Suz); 3. Bobby Peters (Hon); 4. Ron Stebe (Yam); 5. Carlos Johnson (Yam).
250 INT: 1. Billy Mercier (Hon); 2. Jeremy Albrecht (Kaw); 3. Ryan Johnson (Hon); 4. Ulf Johnansson (Hon); 5. Jeff Lambson (Yam).
250 PRO: 1. Tracy Monterone (Yam); 2. Mike Hooker (Hon); 3. Travis Hodges (Suz); 4. Tom Clowers (Kaw).
500 BEG: 1. Jim McKenzie (Kaw); 2. Dean Brown (Hon); 3. Michael Schoenbaum (Hon); 4. John Rizzo (Hon); 5. Karl Scanlan (Yam).
500 NOV: 1. Frank Siener (Kaw); 2. Greg Whitfield (Hon).
500 INT: 1. Tony Spear (KTM); 2. Mike Dougherty (ATK); 3. Steve Reeves (ATK); 4. Robert Hedland (Hon).
500 PRO: 1. Willy Musgrave (ATK).
VET NOV 1: 1. Ron Stebe (Yam); 2. Greg Pagan (Hon); 3. Greg Whitfield (Hon); 4. Nick Wukmir (Yam); 5. Don Gossett (Hon).
VET NOV 2: 1. Chris Burgeson (Yam); 2. Chuck Freeman (Kaw); 3. Angelo Morgan (Kaw); 4. Mark Howard (Suz); 5. Baumgartner (Hon).
VET INT: 1. Steve Banning (Hon); 2. Rick Richards (Kaw); 3. Joel Seal (Suz); 4. Buster Lawrence (Yam); 5. J.S. Hansan (Hon).
VET PRO: 1. Steve Wiseman (Kaw); 2. Brent Wallingsford (Kaw); 3. Bob Rutten (Hon); 4. Jeff Lambson (Yam); 5. Tom White (Hon).
OT NOV: 1. Buzz Moeller (Hon); 2. Richard Stuelke (ATK); 3. Steve Jennings (ATK); 4. Tom Coleman (Hon); 5. Jim Banning (Suz).
OT INT: 1. Bob Richard (Yam); 2. George Spearling (Hon).
OT EX: 1. Alan Olson (Yam); 2. Tom White (Hon); 3. George Kohler (Suz); 4. Buster Lawrence (Yam); 5. Jody Weisel (Hon).
25-29 BEG: 1. Christopher Hughey (Hon); 2. C.T. Falk (Yam); 3. David Fajardo (Hon); 4. Randy Green (Hon); 5. Johnny Bonacci (Suz).
25-29 NOV: 1. Ed Vitelli (Suz); 2. Jamie Mitchell (Kaw); 3. Eric Beingesser (Yam); 4. Sean Reis (Suz); 5. Jim Dorsett (Hon).
25-29 INT: 1. Alan Olson (Suz); 2. Mike Dougherty (ATK); 3. Mercedes Gonzalez (Kaw); 4. Marc Crosby (Yam); 5. Espinosa Zapata (MXA).

## Jorgensen cruises to Lodi Rough Scrambles win

LODI, CA, OCT. 13

Rough Scrambles racing returned to the Lodi Cycle Bowl, in earnest, with 217 entries for the first of the Winter Series on a beautifully groomed, four-inch deep cushion that held together throughout the night, as the battle for top black plates continued. Alex Jorgensen's KX250 topped the 250cc A class with Chris Carr second and a great battle between the Bostroms tailing. Ben Bostrom, the younger, beat brother Tory, with Larry Coleman fifth.

Vet Neil MacDannald held the front side of the Vet A division, beating out John Tavis.

MacDannald rode his Suzuki, complete with working headlight, to a narrow win with Tavis closing quickly at the end but missing the pass by a few inches. John Madrid topped the B portion with Steve Terry the C class winner.

The 250cc C class had a whopping 26 riders with 17-year-old Kenny Roberts Jr. the winner after moving up to second in the heat. He moved around three riders at the onset of the main, secured the position and was off to the races at the checkers. Denny Kreitzer took second over Don Tofft and David West.

Young Roberts had sister, Kristy and brother Kurtis watching, just as closely as his mom, Patti and both Grandpa and Grandma, with Kenny Roberts Sr. in attendance. The entourage included Bubba Shobert, Robbie Petersen and Chuck Aksland.

Specialty classes saw wins in the Old Timer A division by Steve Ferroni, while Debbie Banta topped the Powder Puff, and Carr won the Four-Stroke class on his Jorgy's DR Suzuki with Cloyse Holland Jr. second.

The Vintage A class had a good turnout with Duane Joice winning on the Don Swearingen Yamaha, while Scott Dunlavey took seocnd over Mark Muscio. Muscio, the service manager at Kenny Roberts Yamaha in Modesto was going to ride his IT Yamaha, but when Danny Malfatti opted to ride his Bill Knight Honda, the Dave Harris twin-piped 1969 CZ became available and Muscio finished third with Malfatti fourth and picking up only one point over Jim Mahoney in the battle for the ancient plate.

**Results**

VET C: 1. Steve Terry (Yam); 2. John Genovese (Hon); 3. Tim O'Hara (Kaw).
VET B: 1. John Madrid (Suz); 2. Mike Zienimski (Hon).
VET A: 1. Neil MacDannald (Suz); 2. John Tavis (Hon); 3. Jim Dunlavey (Yam).
60 C: 1. Michael Patterson.
250 C: 1. Kenny Roberts Jr. (Yam); 2. Denny Kreitzer (Suz); 3. Don Tofft (Yam).
OT A: 1. Steve Ferroni (Hon).
PP: 1. Debbie Banta.
4-STRK: 1. Chris Carr (H-D); 2. Cloyse Holland Jr. (H-D).
OPEN C: 1. Mike Hurst; 2. Kevin Felkinn.
125 B: 1. Eric Bostrom (Hon).
125 C: 1. Pernell Guitterez (Kaw); 2. Richard Clark.
80 B: 1. Mike soulier (Yam).
80 C: 1. Danny Martin; 2. Mark Soulier.
250 B: 1. John Madrid; 2. Monty Owenby.
VINT A: 1. Duane Joice (Yam); 2. Scott Donlavey (Yam); 3. Mark Muscio (C-Z).
VINT D: 1. Bill Knight (Hon); 2. Mike Atkins.
80 A: 1. Don Hart; 2. Eric Bostrom (Hon); 3. Billy Martin; 4. Cory Yarrow; 5. Jeff Gebhart.
P/W: 1. David Cassen; 2. Robt Harrold; 3. Brandon George.
60: 1. Toby Jorgenson; 2. Andy Hansen.
250 A: 1. Alex Jorgensen (Kaw); 2. Chris Carr (Suz); 3. Ben Bostrom (Hon).

## Graves digs up ARRA win at Willow Road Race

### By Eric Vincent

ROSAMOND, CA, OCT. 20-21

Chuck Graves clinched the Miller High-Life Formula One Grand Prix title by winning his fourth straight F-1 race at the 11th round of the American Road Racing Association's schedule at Willow Springs International Raceway.

Graves was recovering from a recent case of the flu and had not planned on racing at all. It was the only event he entered on the day's schedule, and in fact his late registration forced him to start from the back of the grid.

It only took three turns for Graves to maneuver his Suzuki GSXR1100 through the pack of riders to take the lead. His initial competition for the top spot was Yamaha TZ250-mounted Nick Ienatsch, but he wasn't able to keep up with the larger displacement bikes. He shortly slipped to third, allowing Jeff Hagan to pull into second on his Suzuki GSXR1100.

As the riders came down the front straight to begin lap three, Hagan began a serious challenge with Graves for the lead. At the same time, Bruce Tebo, also riding a Suzuki GSXR1100, drew up and passed Ienatsch for third. Two laps later Ienatsch pulled into the pits and out of the race with a broken shock spring. That moved Lee Shierts into fourth place on his Yamaha TZ250.

The remainder of the race continued to see Graves hold the lead despite being constantly shadowed by Hagan. This battle gave Tebo a comfortable hold on third place. When the riders took the checkered flag, it was Graves with the win, Hagan second and Tebo third. Brad Hazen finished fourth after that position was relinquished by Dale Keifer, who had pulled off the track in lap seven with a mechanical problem.

Following the race, Graves said that he was surprised that Hagan had been following so closely. He said that the hand signals from his pit crew made it look as through he had a five second lead when it was really zero.

Hagan admitted that Graves had been a real challenge, both for himself and his motorcycle.

"Chuck was fast in some areas of the track, and I was fast in others, and I was hoping to catch him at some point, but my suspension wasn't set up for the lap times we were doing out there," said Hagan.

This was his third ARRA F-1 race of the season, having spent much of the year competing in the WERA Formula-USA Series, where he is ranked eighth overall.

**Results**

50 S/ST: 1. Lynda Donovan; 2. Mark Long (Yam); 3. Diana Williams (Yam); 4. Doug Barnett.
80 S/ST: 1. Kenny Roberts Jr (Hon); 2. Jim Grace.
0-499 NOV: 1. Ritchie Thorup; 2. Stacy Evans (Kaw); 3. Michael Patterson (Yam); 4. Doug Barnett (Kaw); 5. Steve Burger (Kaw).
501-699 NOV: 1. Steve Teschke (Hon); 2. James Romero (Yam); 3. Craig Steven (Hon); 4. Alan Hauson (Kaw); 5. Kristopher O'Banion (Yam).
700-OPEN NOV: 1. Glenn Cogan (Suz); 2. Richard Stanboli (Yam); 3. Jim VanVegten (Yam); 4. Chip Black (Suz); 5. Doug Barnett (Kaw).
750 MOD PROD: 1. Jason Pridemore; 2. Harold Winkles; 3. Walter Carlson; 4. Mike Tihanyi; 5. Terry French.
OPEN MOD PROD: 1. Bruce Tebo; 2. John Livings; 3. Kenny Kopecky; 4. Rick Kovacs; 5. Jeff Carter.
BOTT H/W: 1. Mick O'Field (Duc); 2. Gary Mansfield (Duc); 3. Erwin Rianak (Duc); 4. Brian Catterson; 5. Chris Allen.
BOTT L/W: 1. Chuck Bimott (Hon); 2. Jason Pereina (Kaw); 3. Darryl Dienhard (Kaw); 4. Gordon Smith (Kaw); 5. Dexter Ford (H-D).
600 SGL: 1. Andy Mitton (Yam); 2. Kevin Johnson (Yam); 3. Kurt Mund (Hon); 4. Eric Sherrer (Hon); 5. Kirk Thompson (Yam).
F-2: 1. Nick Ienatsch; 2. Lee Shierts; 3. Michael Graves; 4. Kent Kunitsugu; 5. Scott Conaway.
500 S/ST: 1. Nick Ienatsch (Yam); 2. Dale Kieffer (Yam); 3. Willie Burr (Yam); 4. Michael Hughes (Yam); 5. Niroshi Nakajima (Yam).
500 S/ST: 1. Andy Mitton (Yam); 2. Kevin Johnson (Yam); 3. Darryl Dienhard (Kaw); 4. Gordon Smith (Kaw); 5. Ed Brigarte (Yam).
600 MOD PROD: 1. Nick Ienatsch; 2. Scott Conaway; 3. Tim Tillman; 4. Harold Winkles; 5. Tony Mathews.
400 MOD PROD: 1. Willie Burr; 2. Curtis Giese; 3. Hiroshi Nakajima; 4. Kenny Roberts Jr.; 5. James Randolph.
500 MOD PROD: 1. Joseph Park Jr.; 2. Ed Brigante; 3. Brett Shreffler; 4. Tony Donna; 5. Dave Wolf.
F-SGL: 1. Andy Milton; 2. Kevin Johnson; 3. Kurt Mund; 4. Kirk Thompson; 5. Danny Farnsworth.
F-1: 1. Chuck Graves (Suz); 2. Jeff Hagan (Suz); 3. Bruce Tebo (Suz); 4. Brad Hazen (Suz); 5. Lee Shierts (Yam).

## Hershey scores two at Gran Prix MX

### By Peggy Adamic

CANAL FULTON, OH, OCT. 13

Brunswick Suzuki rider Jay Hershey was untouchable as he scored four moto victories en route to double class wins at Gran Prix Raceway.

Hershey first took on the Schoolboy class as he piloted his RM through turn one and never looked back, leading the six-lap moto from start to finish, building a better than 16-second lead by moto's end. Hershey duplicated his ride in moto two as he was untouchable from the drop of the gate to the checkered flag.

Hershey also took on the competition in the 125cc B class and dominated both motos with wire-to-wire wins. Larry Bellman and Dave Kacmar chased Hershey in each of the outings but were unable to keep the pace as Hershey finished each moto with commanding leads.

Ty Myer blasted through turn one to begin the first 250cc C class moto followed by Chip Adams, Tom Batton and Greg Myer. Ty Myer took the wire-to-wire win with Adams and Batton swapping places before the beginning of lap three. Batton held second ahead of Adams while Alex Davis motored into fourth ahead of Greg Myer on the final lap.

Ty Myer dominated moto two as he again held the lead from the drop of the gate to the checkered flag, building a better than 10-second lead en route to the victory. Batton chased Myer throughout the six-lap moto but was unable to catch him. Greg Myer, Alex Davis and Jeff Goodwin rounded out the top five.

**Results**

50: 1. Eric Gallion (Yam); 2. Chris Harris (Suz); 3. Triy Coventry (Suz).
SR MINI: 1. Brian Bellinger (Kaw); 2. Shawn Rohr (Yam); 3. Matt Seeling (Yam); 4. Scott Frazier (Kaw).
SCHBY: 1. Jay Hershey (Suz); 2. Jim Larkman (Yam); 3. T.J. Somers (Suz); 4. Todd Guthrie (Hon).
125 A: 1. Phil Gauther (Yam).
250 A: 1. Chad Coon (KTM).
125 B: 1. Jay Hershey (Suz); 2. Larry Bellman (Hon); 3. Dave Kacmar (Hon); 4. Kevin Burkey (Hon); 5. Greg Lemon (Kaw).
125 C: 1. Dave Jones (Kaw); 2. Eric Klein (Kaw); 3. Charlie Marinko (Suz); 4. Aaron Saran (Suz); 5. Bob Herbst (Kaw).
250 B: 1. Kevin Deyling (Yam); 2. Chris Opliger (Kaw); 3. Ron Bryarly (Hon).
OPEN B: 1. Chip Adams (Kaw); 2. Mike Hause (Hon).
250 C: 1. Ty Myer (Kaw); 2. Tom Batton (Hon); 3. Greg Myer (Hon); 4. Alex Davis (Yam); 5. Chip Adams (Kaw).
PLUS 25: 1. Les Etzwizer (Hon); 2. Mike Hartney (Hon); 3. Jeff Goodwin (Kaw); 4. Dave Fertal (Hon); 5. Pat Cipullo (C-A).
SR 1: 1. Jim Cipullo (C-A).
SR 2: 1. Joc Jacobs (Kaw).

## Johnson unstoppable at OIR MX

**By Peggy Adamic**

RAVENNA, OH, OCT. 14
Steve Johnson took 1-1 moto finishes in the combined 125/250cc Expert class at Ohio International Raceway.

Bill Koleno shot into the lead to begin moto one with Johnson camping on his rear wheel. Mike Boggia, Greg Wheeler and Brad Quear chased them through turn one and out of sight. On the first lap, Johnson motored into the lead and immediately began pulling away from the dozen riders behind. By the beginning of lap two, John Shay moved from his eighth-place start to grab fourth behind Johnson, Koleno and Wheeler. Boggia had dropped to sixth.

By midmoto, Johnson held a nine-second lead. Shay camped on Wheeler's rear wheel and with two laps remaining motored around him and then moved in to challenge Koleno for second. Boggia moved back into the top five as he motored past Quear. Johnson took the win as Shay passed Koleno for second three turns before the checkered flag. Boggia and Quear rounded out the top five.

Johnson and Allen Beech were side by side through turn one at the start of moto two with Johnson pulling ahead in turn two. Koleno, Wheeler and Boggia were hot on their tracks. Within the first lap, Koleno and Wheeler put the moves on Beech as Boggia fell back to seventh. Shay once again began movig through the pack, past Beech and moved in on Koleno and Wheeler to make it a three-way race for second. Johnson held a 15-second lead on the riders behind as he took the checkered flag. Koleno, Wheeler and Shay rode the final three laps in a heated battle for second with none of the riders gaining nor losing positions as they filed by the checkered flag less than a bike length apart. Beech rounded out the top five.

Brock Sellards took the double-moto wins in the 80cc Senior Mini class with a start-to-finish lead for his 10th C.R.A. class win in 11 tries this season.

Dave Sulecki rode to the first Open B moto win as he took the early lead from Mike Katin in turn two. Sulecki held on to take the win with Katin pressuring from behind throughout the five-lap moto.

Sulecki took the lead off the line to begin moto two with Katin motoring past to begin lap two. Katin and Sulecki ran 1-2 with John Harrington and Chuck Bortz chasing the duo through the checkered flag.

**Results**

50: 1. Fred Purnell (Yam); 2. Brent Maimone (KTM); 3. Bo Wagner (Yam); 4. Eric Gallion (Yam); 5. Phil Bechtel (Yam).
JR MINI: 1. Jordan Saran (Kaw); 2. Scott Frazier (Kaw); 3. Sam Yannitelli (Hon); 4. Joe Willmott (Kaw).
SR MINI: 1. Brock Sellards (Hon); 2. Adam Bechdel (Suz); 3. Jamie Martin (Hon); 4. Craig Trautman (Yam).
SCHBY: 1. Jay Hershey (Suz); 2. Jeff Wooledge (Hon); 3. Brent Abel (Hon); 4. Rick McGuire (Hon); 5. Adam Bechdel (Kaw).
125 A: 1. Brad Quear (Suz); 2. Chris Bodo (Hon).
125 B: 1. Jay Hershey (Suz); 2. Keith Ingle (Cag); 3. Shawn Worley (Hon); 4. Kevin Zambach (Hon); 5. Steve Crawford (Hon).
125 C D-1: 1. John Evola (Hon); 2. Rob Miltoci (KTM); 3. John Cooper (Hon); 4. Dave Hernansky (Yam); 5. Jim Griffith (Kaw).
125 C D-2: 1. Brent Abel (Hon); 2. Mike Kochman (Suz); 3. Dave Jones (Kaw); 4. Charlie Marinko (Suz); 5. Bruce Uhl (Hon).
250 A: 1. Steve Johnson (Suz); 2. Bill Koleno (Hon); 3. John Shay (Kaw); 4. Greg Wheeler (Hon); 5. Allen Beech (Yam).
250 B: 1. Rick Boepple (Suz); 2. Ken Frank (Hon); 3. Bob Gersten (Yam); 4. Tony Oloszko (Kaw); 5. Sandi Parisi (Suz).
250 C: 1. Ty Myer (Kaw); 2. Mike Kochman (Yam); 3. John Evola (Hon); 4. Duane Prokop (Kaw); 5. Dieter Koechlin (Hon).
OPEN B: 1. Mike Katin (Hon); 2. Dave Sulecki (Kaw); 3. John Harrington (Hon); 4. Chuck Bortz (Hon).
PLUS 25: 1. Tom Klause (Yam); 2. Jay Kremm (Kaw); 3. Rick Boepple (Suz); 4. Keith Ingle (Cag); 5. Rick Hopkins (Suz).
SR 1: 1. Tom Klause (Yam); 2. Bill Pizzino (Yam); 3. Paul Fox (Yam); 4. Blaine Duecaster (Kaw); 5. Ken Frank (Hon).
SR 2: 1. Dan Morgan (Hus); 2. Joc Jacobs (Kaw); 3. Jim Morohovich (KTM); 4. Tony Oloszko II (Kaw); 5. Tom Knapp (Yam).

## Segedy romps with Rall for Mathias Half Mile win

**By T.L. Coss**

NEW PHILADELPHIA, OH, OCT. 6
Ian Segedy had his work cut out for him in Open class action at the Mathias Raceway Half Mile when former National expert Ron Rall got the jump off the line and sped off. Segedy, the track's most frequent Open class winner, got a turtle start off the line, requiring him to maneuver the Stark H.O.G.-sponsored Harley through a resistant pack of riders to reach second place by turn three. Rall refused to slow down, so Segedy stuck to his rear wheel for four laps, sharing the winning line until he could edge up just enough to take over the lead and sail away to the checkers. Not far behind Rall, Eric Thorla captured third, fending off John Carl and Jerry Vanderkooi.

The 250cc ST feature saw Tom Hodges and Jamie Inch shoulder-to-shoulder for the holeshot and dicing it up for several laps until Hodges began to stretch ahead. Inch never gave up the battle, however, and finished a close second.

In the Senior feature, Larry Kinsey got to the corner first, with Larry Hodges and Rall ganging up on him out of turn two. Rall found a way between Kinsey and Hodges and shot ahead. Not to be daunted, Kinsey and Hodges continued to dive in hard and come up on Rall's back wheel. Hodges held on to finish second.

Lightweight Knobby class action saw Tom Hodges, Scott Morris and Dale Sondles in a three-way battle for the lead. Hodges pulled away and Sondles drifted, leaving Morris and David Miller to fight over second. After a brief bump, Miller took over the position for good.

In the Ultralight Knobby class, Brock Sellards left everyone half a track behind early on. Bob Milligan held down second, with Craig Milligan swapping places a few times with Eric Mayer for third.

The Conversion Knobby class saw the very evenly matched pair of Larry Hodges and Dale Sondles go at it side by side, battling out the lines, both high and low, together. In the end it was Hodges by a wheel.

It was a runaway win for Kyle Barker in the 50cc class while Troy Coventry and Derek Espenshied dueled it out for second with Coventry prevailing in the end.

**Results**

OPEN ST: 1. Ian Segedy (H-D); 2. Ron Rall (Rtx); 3. Eric Thorla (H-D); 4. John Carl; 5. Jerry Vanderkooi.
250 ST: 1. Tom Hodges; 2. Jamie Inch; 3. Dennis Brady; 4. Don Herron; 5. David Arnold.
SR: 1. Ron Rall; 2. Larry Hodges; 3. Larry Kinsey.
250 KNOBBY: 1. Tom Hodges; 2. David Miller; 3. Scott Morris; 4. Dale Sondles.
125 KNOBBY: 1. Brock Sellards; 2. Bob Milligan; 3. Craig Milligan; 4. Eric Mayer.
CONVERSION: 1. Larry Hodges; 2. Dale Sondles.
50: 1. Kyle Barker; 2. Troy Conventry; 3. Derek Espenshied; 4. Tyson Leggett.

## Cantrell cooks at Bremen MX

**By Wayne Parham**

BREMEN, GA, SEPT. 29
With one moto win already under his belt, Billy Cantrell battled back from a late fall in moto two to clinch the win in the 201-Open C class at the Bremen MX.

Cantrell's fall in the first turn on lap four of moto two allowed second-place rider Bryan Godlewski to move into the lead position. Cantrell recaptured the lead about halfway through the fifth lap with an inside pass in a turn leading to a tabletop jump. Clearing the jump and accelerating into an uphill jump, Cantrell strengthened his lead as he dashed for the finish line.

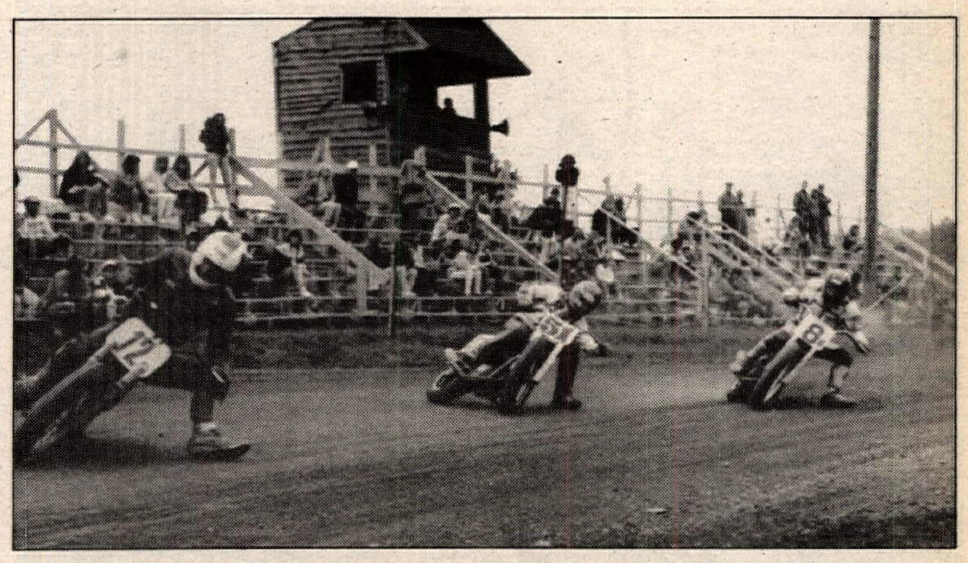
Giving strong chase, Godlewski again finished second to earn second place overall while Rodney Vaughn took third overall on the strength of his 4-3 moto finishes.

Richard Jenkings won the Beginner class by winning moto number two after establishing a strong scoring base with a second place finish in the earlier moto. Chris Williams, who finished third in the opening moto, claimed the holeshot in moto two and held the lead until early in the second lap. Williams' lead gave way to Shane Reid, who led briefly before a fall dropped him back into fourth. Williams again relinquished the lead, this time being out-jumped by Jenkings at the end of the second lap.

Jenkings tightened his grasp on the lead position and held on for the moto win. Williams stayed on Jenkings' heels to take second in the moto and third overall. Finishing third in the second moto, Tommy Jones' earlier win lifted him into second overall.

**Results**

201 OPEN A: 1. Tony Lee.
201 OPEN B: 1. Mike Henderson (Hon).
201 OPEN C: 1. Billy Cantrell (Hon); 2. Brian Godlewski (Hon); 3. Rodney Vaughn (Hon); 4. Rick Jordan (Hon); 5. Doug Baumgardner (Suz).
0-200 C:1. Bryan Thornton (Hon); 2. Rick Jordan (Hon); 3. Jim Albritton (Hon); 4. Chris Thomas (Yam); 5. Jay Warren (Suz).
ENDR: 1. Leon Boudreaz (Kaw); 2. John Astleford (KTM); 3. Andrew Chadwell (Hon).



**Jay Skidmore (12), Craig Estelle (51) and Bill Newkirk battled for third during the Open Expert main at Square Deal Riders Raceway. Skidmore held on to the position.**

VINT: 1. Eric Stockwell (Yam); 2. Lee Winston (C-A); 3. Jason Luering (Yam); 4. Jeff Child (Yam).
SR MEN: 1. Mike Henderson (Hon); 2. Rick Jordan (Hon); 3. Randy Tomlinson (Suz); 4. Danny Hopson (KTM); 5. John Astleford (Suz).
BEG: 1. Richard Jenkins (Kaw); 2. Tommy Jones (Kaw); 3. Chris Williams (Kaw); 4. Shane Reid (Hon); 5. Robby Hines (Hon).
SCHBY: 1. Bryan Thornton (Hon); 2. Scott Pinson (Suz); 3. Chris Thomas (Yam); 4. Preston Moon (Hon); 5. Jason Kirk (Kaw).
SR MEN: 1. Scott Pinson (Suz); 2. Kevin Truett (Hon); 3. Brian Kilgore (Hon); 4. Mick Bailey (Kaw); 5. Nolan Gray (Suz).
JR MINI: 1. Mick Bailey (Kaw).
P/W: 1. Ladale Smith (Yam); 2. Willie Eckhart (Yam); 3. Eric Elsberry (Yam); 4. Casey Agan (Hon).

## Coolbeth wins three at SDR ST

**By Tom Blachek**

HARPURSVILLE, NY, OCT. 14
Ken Coolbeth dominated the competition by winning three feature races at Square Deal Riders Raceway. Coolbeth led every lap of the 250cc Expert final. Jason Fletcher and Duane Veeder pushed Coolbeth hard but neither rider was able to pass. Fletcher finished in second with Veeder finishing third.

Coolbeth also led every lap of the Sportsman final. Coolbeth was given a head start as the other six riders on the front starting line jumped the light and were sent to the penalty line. Will Adams and Todd Hunter both went to the outside of the track in the first turn on the start. This move put the two riders into second and third, respectively, where they remained the rest of the race.

Square Deal held another team race at the request of the riders. Coolbeth, coming from the second line of the handicapped start, moved around Chris Hart on the second lap to take the lead. Hart held on to second place until lap four when Hunter and Fletcher both passed him. Lap five saw Fletcher move Hunter to third place. On lap seven, Craig Estelle, Veeder and Paul Normandin all passed Hunter, moving him back to sixth place. Coolbeth took the win, but his team lost to Estelle, Fletcher and Justin Coolbeth. Justin's last lap pass of Ken's teammate, Paul Lynch was the deciding factor.

Open Expert action saw Fletcher grab the lead in the first lap, while Veeder jumped into second and tried to track Fletcher down. Fletcher cruised to the win and Veeder settled into second position. The real battle in this race was for third place between Jay Skidmore, Bill Newkirk and Estelle. These three riders swapped positions on nearly every lap with Skidmore finally winning the war and taking third position followed by Newkirk and Estelle.

**Results**

Y-ZINGER 50: 1. Frankie Keeley (Yam); 2. Cam Rafferty (Yam); 3. Sean Hetah (Yam); 4. Tracy Edwards (Yam).
60: 1. Michael McKee (Kaw); 2. Aaron Creamer (Kaw); 3. Matthew Murray (Kaw).
80: 1. A. Paul Lynch (Hon); 2. Michael McKee (Kaw); 3. Mark Gourlay (Kaw); 4. Aaron Creamer (Yam); 5. Matthew Murray (Kaw).
125 AM: 1. A. Paul Lynch (Hon); 2. Donald McGirr (Hon); 3. Morgan Coolbeth (Kaw); 4. Tan Nittiskie (Hon); 5. Jason Fuller (Yam).
250 AM: 1. Christopher Hart (Hon); 2. Stan Nittiskie (Hon); 3. Morgan Coolbeth (Kaw); 4. David Gamble (Hon); 5. Jsutin Coolbeth (Yam),
OPEN AM: 1. Rich Eisinger (Hon); 2. Justin Coolbeth (Rtx); 3. Keith Chandler (Yam); 4. Edward Smith (H-D); 5. Tom Blachek (C-A).
SR A: 1. Jay Skidmore (Rtx); 2. Paul Normandin (Hon); 3. Gary Conkling (Rtx); 4. Rob Bibbins (H-D).
SR B: 1. Edward Smith (H-D); 2. Joseph Gould (Hon); 3. Rodney Payne (Kaw); 4. Robert Campbell (Hon); 5. David Gamble (Hon).
250 EX: 1. Ken Coolbeth Jr. (Hon); 2. Jason Fletcher (Hon); 3. Duane Veeder (Rtx); 4. Jay Skidmore (Hon); 5. William Adams (Hon).
OPEN EX: 1. Jason Fletcher (Rtx); 2. Duane Veeder (W-R); 3. Jay Skidmore (Rtx); 4. Bill Newkirk (W-R); 5. Craig Estelle (H-D).
SPTSMN: 1. Ken Coolbeth Jr. (Hon); 2. William Adams (Rtx); 3. Todd Hunter (H-D); 4. Robert Gette (Rtx); 5. Rodger Manwaring (Hon).
TEAM: 1. Ken Coolbeth Jr. (Hon); 2. Jason Fletcher (Rtx); 3. Craig Estelle (H-D); 4. Duane Veeder (W-R); 5. Paul Normandin (Hon).

## Burr wins at Devils Bowl HM

**By Joey Wey**

DEVILS BOWL, TX, OCT. 14
In its third year, the Vintage Dirt Track Racers Association (VDTRA) held the fourth and final series National points race at Devils Bowl Speedway just outside Dallas.

It all began last March with a short track event at Daytona, Florida, during Speed Week. Going into June, the second round was held at the Wichita Jeeps Club short track in Kansas. The third event was held in August on the legendary Sturgis, South Dakota half-mile race track during its 15th anniversary. And now, some of the best vintage racers from across the nation would be here to compete for the number one title.

Three Yamahas, three Triumphs, two BSAs, and one Harley-Davidson lined up for the first heat race of the Open Vintage class. It was to be a Yamaha victory, as Tim Newby out of Wichita, Kansas, riding his Champion-framed Yamaha, crossed the finish line with Bill Burr, on another Yamaha, in hot pursuit. Burr, out of Ft. Collins, Colorado, figured he had his work cut out for him in the upcoming main event.

"I could see that Newby was having some difficulty exiting turn four," noted Burr. "If I get a good drive out of there, I could go around him."

But in the main event, Burr just drove away from the pack on his Yamaha and wasn't challenged until the final laps of the race. "I knew Mickey (Blythe) was behind me waiting for a mistake, but I had already decided this race track was mine today," said Burr.

Blythe, who started racing in the 70s on a Montesa, was riding a Triumph. Charging from a mid-pack start, he pushed his Triumph into second place at the finish.

"Bill was just on the gas," said Blythe. "I was hoping to drive around him in turn four, but it just never happened. I knew I had to place well at this race to win the series, because I wasn't sure of how many points everyone else had — Johnny Isaacs or Ron Stone or John Fike could have won it. But by placing second in the main, it was enough to secure my points lead. I'm sure these guys will be back next year to try and take it away from me."

**Results**

VINT 250: 1. Bill Snyder (Bul); 2. Dave Barkley (Yam).
VINT 600: 1. Dan Deubler (Bul); 2. Gerald Jessup (BSA); 3. John Fike (BSA); 4. Steve Zook (Hon); 5. Dan Maloney (Hon).
VINT OPEN: 1. Bill Burr (Yam); 2. Mickey Blythe (Tri); 3. John Fike (BSA); 4. Johnny Isaacs (BSA); 5. Lee Parker (Yam).

## Johnson shines in Moto Sport Motocross win

**By Peggy Adamic**

MILLPORT, OH, OCT. 7
Wiseco Piston and Brunswick Suzuki-backed Steve Johnson grabbed 2-1 moto finishes for the 250cc A class victory at Moto Sport Trails.

Mike Boggia powered into the lead at the start of moto one and proceeded to take the wire-to-wire win. Johnson, Greg Wheeler and Bill Koleno chased Boggia throughout the seven-lap moto. By midmoto, Boggia and Johnson had built a 27-second cushion over Wheeler and the remainder of the expert riders. Boggia held a six-second lead over Johnson but Johnson continued to pound over the course and cut Boggia's lead to a bike length on the white flag lap. Johnson continued to pressure Boggia as the two riders rode side by side over the whoops just two turns before the finish line. Boggia held on to take the win with Johnson only a half bike

# LOCAL EVENTS

**Kirk Hayes followed Chris Wilson to the checkered flag in both Enduro class motos at Muddy Creek, but Hayes led the way in both Four-Stroke class motos.**

length behind. Wheeler held third ahead of Koleno and Allen Beech.

Johnson hammered into turn one ahead of Boggia, Koleno, Wheeler and the remainder of the riders at the start of moto two. Johnson took the start-to-finish win with Boggia doing the chasing. Johnson and Boggia were untouchable throughout the moto with Koleno holding a solid third to the checkered flag. John Diezic and Beech rounded out the top five.

Barney Barnett was involved in a first-turn crash which put him down a half lap at the start of the first Lightweight Expert class moto. By the beginning of lap two, Barnett had begun picking off the riders ahead of him and caught all but Phil Ganther by moto's end.

In the second outing, Barnett was untouchable in his start-to-finish win. Gauther, Trevor Vines and Bruce Steinfuth trailed Barnett to the checkered flag.

**Results**

50: 1. Larry Rust (Yam); 2. B.J. Wagner (Yam); 3. Brent Maaimone (MM); 4. Mick Marshall (Itj).
80: 1. Brock Sellards (Hon); 2. Adam Bechtal (Suz); 3. Brian Karnow (Suz); 4. Scott Frazier (Kaw).
SCHBY: 1. Jay Hershey (Suz); 2. Brent Abel (Hon); 3. C.J. Klein (Hon); 4. Eric Nepodal (Suz); 5. Adam Bechdal (Kaw).
125 A: 1. Barney Baranett (Hon); 2. Phil Gauther (Yam); 3. Trevr Vines (Hon); 4. Bruce Steinfurth (Hon).
125 B: 1. Jay Hershey (Suz); 2. Chuck Francisco (Suz); 3. Rick McGuire (Hon); 4. Chris Bodo (Hon); 5. Eric Jeckle (Hon).
125 C: 1. John Venalack (Suz); 2. Lance Winstel (Suz); 3. John Evola (Hon); 4. Dave Jones (Kaw); 5. Brent Abel (Hon).
SR 1: 1. Ken Frank (Hon); 2. Dave Blauman (Hon); 3. Jim Cipullo (Cag); 4. Kevin McCann (Kaw); 5. Tom Timchak (Yam).
SR 2: 1. Mike Williams (Yam); 2. Dan Morgan (Hus); 3. Jerry Boyd (Hon); 4. Joe Jacobs (Kaw); 5. Tom Knapp (Yam).
250 A: 1. Steve Johnson (Suz); 2. Mike Boggia (Suz); 3. Bill Koleno (Hon); 4. Greg Wheeler (Hon); 5. John Diezic (Hon).
250 B: 1. Dean Pieronek (Kaw); 2. Tony Boyas (Hon); 3. Mike Damratoski (Suz); 4. Ken Frank (Hon); 5. Mike Wallrabenstein (Suz).
250 C: 1. Eric Klein (Kaw); 2. Ty Myers (Kaw); 3. Marty Kepiro (Kaw); 4. Steve Wallrabenstein (Kaw); 5. Troy Howard (Hon).
PLUS 25: 1. Dean Pieronek (Kaw); 2. Steve Wilmington (Kaw); 3. Tony Boyas (Hon); 4. Mike Williams (Yam); 5. Kevin Kallay (Yam).
OPEN B: 1. Dave Blauman (Hon); 2. Dave Sulecki (Kaw); 3. Rick Merhar (Hon); 4. Neal Davis (KTM); 5. Chuck Cotterill (Kaw).

## Wilson prevails at Muddy Creek MX

### By Barbara and Loren Williams

BLOUNTVILLE, TN, OCT. 14

While many areas of the southeast suffered washouts of bridges and roads, rendering travel impossible and cutting out much of the competition at Muddy Creek Raceway, Chris Wilson made it down from Middleboro, Kentucky, to race and topped the Enduro class.

John Thompson led Wilson, Kirk Hayes, Keith Hensley, Brian Archer and half a dozen other riders at the start of moto one. However, halfway through lap one he slid out and dropped to sixth. Wilson took over first place as Hayes shook Hensley to pursue him. Hayes dogged Wilson for the entire race but couldn't get around. Hensley finished a distant third, followed by Thompson. Archer had begun dropping back from the second lap, and left the race on lap three with mechanical difficulties.

Wilson beat the rest of the pack off the line at the start of moto two. Hayes nipped at his heels for the whole way, but once again Wilson held him off for the win. Thompson rode a secure third from start to finish to nail down third overall, leaving fourth overall to Hensley. Johnny Rasar completed the top five with two fifth-place finishes.

Hayes was consoled by his victory in the Four-Stroke class where he carded double wins to take the overall trophy. Keith Hensley and Jay Hayes traded second and third place with Hensley second in the final moto.

Nick Citron finished second in the first 65cc moto to Paul Justus, but was in position to capitalize on the spill that Justus took on the stairsteps in moto two. Citron maintained his line and avoided entanglement while Justus remounted and took off after Citron, but by that time there was just too much track left in relation to time, and Citron prevailed.

**Results**

50: 1. Roger Childs (Hon); 2. Robert Smith (Yam); 3. Rusty Dockery (Yam); 4. Jeremy Shelton (Hon); 5. Nicky Hoback (Yam).
65 7-11: 1. Nick Citron (Kaw); 2. Paul Justus (Kaw); 3. Josh Sprinkle (Kaw); 4. Nicky Hoback (Kaw); 5. Brian Thornburg (Kaw).
JR MINI 7-11: 1. Brian Thornburg (Kaw); 2. Jon Boruff (Suz); 3. Jake Morris (Yam); 4. Corey Crane (Hon); 5. Spencer Hite (Suz).
SR MINI: 1. Billy Charles Jr. (Kaw); 2. Ryan Reed (Hon); 3. Jordan Moneymaker (Suz); 4. Jimmy Briggs (Suz); 5. Scott Graves (Kaw).
SCHBY: 1. Ryan Reed (Hon); 2. Billy Charles (Kaw); 3. Jordan Moneymaker (Suz); 4. Scott Graves (Kaw).
ENDR: 1. Chris Wilson (Kaw); 2. Kirk Hayes (Suz); 3. John Thompson (Suz); 4. Keith Hensley (Suz); 5. Johnny Rasar (Suz).
125 A: 1. Mike Brown (Kaw); 2. Kevin Walker (Suz); 3. William Cox (Suz); 4. Chad Lough (Hon); 5. Mike Litz (Suz).
125 B: 1. Tony Smith (Hon); 2. Eddie Smiley (Kaw); 3. Chris Wilson (Hon).
125 C: 1. Chad Pitt (Hon); 2. Brad Clark (Kaw); 3. Stacey Hodge (Hon); 4. Greg Nelson (Suz); 5. David Buis (Kaw).
250 A: 1. Mike Brown (Kaw); 2. Chad Lough (Hon).
250 B: 1. Billy Adkins (Hon); 2. Mike Howard (Kaw); 3. James Hayes (Hon).
250 C: 1. Brad Clark (Kaw); 2. Tim Laskis (Suz); 3. Darrell Bailey (Hon); 4. Michael Edwards (Kaw); 5. Eric Rankin (Kaw).
25+ A
Billy Adkins (Hon); 2. Jeff Dodgen (Yam); 3. Jeff Eaads (Kaw); 4. Eddie Branch (Suz); 5. Mike Howard (Kaw).
25+ B: 1. Bobby Shepard (Kaw); 2. Tommy Hayes (Suz); 3. Cliff Dockery (Yam); 4. Bobby Shields (Hon); 5. Dennis Scalf (Kaw).
OPEN AM: 1. Jimmy Leach (Kaw); 2. Jeff Eads (Kaw); 3. Gary Osborne (Hon).
S/SR: 1. John Thompson (Suz); 2. Ronald Reed (Hon); 3. Ted Fields (Yam).
SR A: 1. Jeff Eads (Kaw); 2. Eddie Branch (Suz); 3. Larry Harrison (Suz).
SR B: 1. Rick Terry (Yam); 2. Gary Osborne (Hon); 3. Allen Lunsford (Hon); 4. Tommy Hayes; 5. Cliff Dockery (Yam).
4-STRK: 1. Kirk Hayes (Suz); 2. Keith Hensley (Suz); 3. James Hayes (Hon); 4. Richard Shipley (Suz); 5. Jeff Lane (Suz).
NON-CURR 125: 1. Jeff Hensley (Suz); 2. Ryan McCann (Kaw); 3. James Asbury (Yam); 4. Greg Hawkins (Hon); 5. Cliff Phillips (Suz).
NON-CURR 250-UP: 1. Harvey Wiggins (Kaw); 2. Bobby Gilbert (Hon); 3. David Whitson (Hon); 4. Eddie Temder (Yam); 5. Greg Hendrix (Yam).

## Noack nabs wins at Millville MX

### By Rolfe Otterness

MILLVILLE, MN, OCT. 7

Craig Noack visited the Spring Creek Park facility for the final race of the year and grabbed wins in all four motos of the 125 and 250cc A classes. One other rider had the ability to take two overall wins — Jeff Sorensen in the Over 25 and Open A divisions. There were 225 entries taking advantage of the seasonable temperatures and the John Martin-prepped track before the winter layoff.

Noack burst into the lead of the first 125cc A moto with Brandon Backes settling into second. After a few laps, he had pulled several seconds ahead, but Backes closed in during the later stages of the race. On the last two laps Noack dialed on a little more speed and took a safe win over Backes. Corey Holcomb moved up from a bad start and after dicing for several laps with Todd Lentz went on to take third. Lentz took fourth with Scott Ruegg charging up for fifth.

Backes charged to lead for the first few laps of the second moto, with Noack content to keep pace a few bike lengths back. At about the third lap he made his move and dropped Backes to second. The two ran at a rapid pace throughout and built a good lead by the checkered. Backes was never able to get close to mount a real challenge for the lead and Noack took the win. Holcomb held third for the first half of the race, but Lentz retaliated for his first moto defeat and held on for third. Ruegg ran well for fifth over Mark Borgen.

In the 250cc class Noack ran alone for the first moto and took an easy win. Don Bonnicksen took second over Mike Thompson. Marty Clark took fourth and Brad Erickson filled in the fifth positon on the finishing list.

Noack jumped into the lead of the second moto, but Bonnicksen was riding well and challenged him in the early part of the race. Noack eventually established a margin of safety and cruised in for the win. Erickson motored in for third over Clark and Thompson.

**Results**

MINI JR: 1. Aaron Huppert; 2. Mike Clark; 3. Chet Bumgardner; 4. Cory Huppert.
125 YTH: 1. Brandon Backes; 2. Aaron Carlson; 3. Troy Goehrs; 4. Josh Harens.
OVER 25: 1. Jeff Sorensen; 2. Don Bonnicksen; 3. John Meyer; 4. Todd Osman.
VET C: 1. Richard Reed; 2. Allen Schmitz; 3. Roger Schellhammer; 4. Thomas Mason.
VET A: 1. Brian Carney; 2. Richard Riehm; 3. Mike McNeil; 4. Robin Bennett.
SR: 1. Jerry Bumgardner; 2. Hank Bronowicz; 3. Mike Quinn; 4. Roger Niedzielski.
125 C D-1: 1. Craig Holasek; 2. Jason McGrath; 3. Daniel Dufour; 4. Jeremy Crawley.
125 C D-2: 1. Brian Kruckeberg; 2. Mike Noga; 3. Marty Bradshaw; 4. Scott Bauer.
125 B: 1. Aaron Carlson; 2. Keivn Klodt; 3. Eino Choninard; 4. Rick Doffing.
125 A: 1. Craig Noack; 2. Brandon Backes; 3. Todd Lentz; 4. Corey Holcomb.
250 C: 1. Noel Koharski; 2. Brian Wilson; 3. Mike Heggen; 4. William Krenik.
250 B: 1. John Meyer; 2. Robert Bergstrom; 3. Bill Corcoran; 4. Thomas Williams.
250 A: 1. Craig Noack; 2. Don Bonnicksen; 3. Brad Erickson; 4. Marty Clark.
OPEN C: 1. Gary Pangburn; 2. Richard Reed; 3. Tom Zappe; 4. Pat Dougherty.
OPEN A: 1. Jeff Sorensen; 2. Rusty Sorensen; 3. Mike Dougherty.

## Sykes crowned at Sacramento Drags

### By Ron Burch

SACRAMENTO, CA, SEPT. 28

Steve Sykes raced the entire season to see the year's points championship come down to a single round during the Sacramento Raceway Park 1990 Drag Racing Points Finale. Sykes was riding the only Suzuki among a field of Kawasakis and Hondas, and emerged not only the Track Champion, but the event winner as well.

His toughest moment came in the semi finals, when he faced off against number two points man, Larry Spatola. Only 20 points separated the two, and 30 points were going for each round won. If he lost here, it was all over.

It all seemed over for Sykes as he tried desperately to catch Spatola's two-second head start, missing fourth gear a frustrating three times. But luck was completely on Sykes' side while he watched the Kawasaki speed away and run .37 under his dial-in, to jump out by a ton.

"I couldn't believe it, but he never looked back," Sykes said afterwards. "He's capable of running in the 10s, but he dialed in at 11.40."

This practice of sandbagging worked against Spatola, and he turned an 11.03 at 113.50 mph. to finish way ahead of Performance Cycle of San Jose Suzuki's Sykes, who came within a 10th of his 9.32 dial-in, turning a 9.43-130.06. That put Sykes into the final, where he beat out Steve Holder by recording a 9.58/109.36 with a 9.37 dial-in, to Holder's 9.92/130.75 on a 9.52 dial.

## Huffman sloshes to Albany Supercross wins

### By Clay Light

ALBANY, OR, OCT. 14

It was a good day for ducks and Honda-mounted Ryan Huffman at the Motocross Northwest sanctioned round of Fall/Winter Series racing at Albany Supercross. Despite the deep quagmire, Huffman sloshed to impressive 1-1 moto finishes in the 125 and 250cc Intermediate classes.

Huffman beat Chris Patterson and Pat McGovern to take his first of two overall wins in 125cc Intermediate action.

Huffman stormed back several motos later to capture the 250cc Intermediate class victory despite much tougher competition from Richard Postma and Shawn Highland. Huffman shot into the lead in moto two and never looked back, leaving Highland, Postma and Rod Comstock to battle for second, which went Postma's way.

John Meusling was the winner of the Old Timers Intermediate class after 1-1 moto finishes in his class. Meusling trailed Old Timer Pro winner Bob Leach and Expert class victor Jerry Dewitt. Filling out the top five finishers in the combined class were Jim Selyer and Rod Comstock, who were the second and third place finishers in the Intermediate class.

Honda-mounted Jeff Daily used his mud riding prowess to capture the 125cc Pro class win. It didn't come without a battle, however, as Kenny Olsen and Trevor Portner chased Daily throughout both motos. In the end, Daily prevailed with a 1-1 sweep to take home the top money, beating Olsen's 2-2 showings and the 3-3 tallies of Portner.

Open Pro warfare saw Dennis Sweeten manhandle his Kawasaki to wins in both motos, but Frank McKuhn made him work for the wins in both soupy outings. McKuhn netted second place cash payoff with Olsen taking third.

In the Open Intermediate class, Rod Comstock and Roby Leach battled throughout both motos, with Comstock winning the first and Leach the second. However, Leach's first-moto third gave the overall to Comstock.

**Results**

OPEN PRO: 1. Dennis Sweeten (Kaw); 2. Frank McKuhn (KTM); 3. Kenn Olsen (Kaw).
OPEN INT: 1. Rod Comstock (Kaw); 2. Roby Leach (KTM); 3. Steve Evensen (Hon).
OPEN JR: 1. Steve Lewis (Kaw); 2. Jim Alexander (KTM); 3. Jerry Dewitt (Hus).
250 INT: 1. Ryan Huffman (Hon); 2. Richard Postma (Kaw); 3. Shawn Highland (Kaw).
250 JR: 1. Dave Akerman (Kaw); 2. Mike Holbrook (Mai); 3. Fred Hajou (Yam).
125 PRO: 1. Jeff Daily (Hon); 2. Kenny Olsen (Kaw); 3. Trever Portner (Kaw).
125 INT: 1. Ryan Huffman (Hon); 2. Chris Patterson (Hon); 3. Pat McGovern (Hon).
125 BEG: 1. Jeff Mack (Cag); 2. Matt Wittaker (Suz); 3. Mike Narkiewicz (Kaw).
WMN: 1. Deanna Holbrook (Cag); 2. Julie Sweeten (Kaw); 3. Carla Dewitt (Yam).
80 BEG: 1. Brian Worthington (Kaw): 2. Bradley Stoner (Yam); 3. Eric Williams (Kaw).
60 6-8: 1. Kevin Schoen (Kaw); 2. Mike Gamby (Yam); 3. James Roullies (Kaw).
60 9-11: 1. Robert HHoltgrew (Kaw); 2. Eric Williams (Kaw); 3. Mike Merina (Kaw).
30-40 JR: 1. Glenn Hester (Yam); 2. Karl Peterson (KTM); 3. Steve Briles (Kaw).
30-40 $/INT: Arne Hettman (Hon); 2. Joe Casey (Hon); 3. Doug Eckelman (KTM).
OT JR: 1. Terry Thomas (kaw); 2. Cleff Kobernick (Yam); 3. Pat Merina (Kaw).
OT INT: 1. John Meusling (Hon); 2. Jim Selyer (KTM); 3. Rod Comstock, Sr. (Kaw).
OT $/EX: 1. Bob Leach (KTM); 2. Jerry Dewitt (Hus).
UTH: 1. Rod Keller (KTM); 2. Mike Autio (Suz).

## Iwanaga wins at Monterey ST

### By Mike Vancil

MONTEREY, CA, OCT. 13

Paul Iwwanaga was flawless in his first night of racing at the R&D Enterprises' Fall Short Track Series at the Monterey Fairgrounds. The Gilroy based pro was in command of the Open Expert class all evening aboard his Honda 4-stroke sponsored by Lee Racing, Synn Rowen Snap-on-Tools and Gilroy Honda.

In heat race one the winner was Lonnie Pauley, who was leading by lap three. In the second heat race it was Iwanaga who was clear of the pack by the exit onto the back stretch in lap one.

At the green light to start the main, the two rows of experts dashed for the first turn with the resultant wild changing of lines and the difficult-to-avoid bumping, but no one went down. By turn three Kevin Crowley still had a slight lead. Iwanaga got by coming out of turn two on lap two and never had to look back. Once free of the pack, Iwanaga began to use the high line of the track and was pitching into the corners hard and deep on the cushion surface.

Positions were changing in the pack and late in the race Anthony Giammanco got by Joe Carrera for the last changebefore the checkers. The finish was Iwanaga over Giammanco, Carrera and then Pauley.

The 250cc Novice final was a crowded affair and when the green light flashed Ron Facciano emerged from the crowd with the win. The scramble for second was a multi-rider battle but at the checkers it was Jeff Kline that got the nod. Scott Thomas trailed in third.

In the 500cc Junior class Jimmy Willis came from the penalty line and systematically passed eight other riders to get the win. Willis crashed in his 600cc heat race but came back to win that final as well.

**Results**

P/W 50: 1. Kenny Heess Yam); 2. Adam Miller (Yam); 3. Bryan Grier (Yam); 4. Ray Edwards (Suz); 5. Anthony Houser (Yam); 6. Jeff Ramirez.
MINI 60-80 NOV: 1. A,J. Kirkpatrick (Kaw); 2. John Montgomery (Suz); 3. Joey Allan (Kaw); 4. Clint Erickson (Suz); 5. Brent Volbrecht (Kaw).
MINI 80 JR/EXP: 1. Johnny Murphree (Kaw); 2. Gary Miller (Kaw); 3. Brian Sgheiza (Kaw).
125 NOV: 1. Rex Michaels (Yam); 2. Matt Willard (Kaw); 3. Darren Alves (Yam).
250 NOV: 1. Ron Facciano (Kaw); 2. Jeff Kline (Yam); 3. Scott Thomas (Yam); 4. Dan Feldhaus (Yam); 5. David Larkin (Yam).
250 JR: 1. Larry Andres (Kaw); 2. Greg Miller (Yam); 3. Gordy Heavrin (Yam); 4. Jeff Holgate (Yam); 5. Larry Crawford (Kaw).

500 NOV D-1: 1. Matt Crowley (Yam); 2. Chris Bailey (Yam); 3. Tom Lacy (Yam); 4. Tom Disalvo (Yam); 5. Dan Allcorn (H-D).
500 NOV D-2: 1. Anthony Palmer (Yam); 2. Mark Dodson (Yam); 3. Jeremy Twitt (Kaw); 4. Dan Feldhaus (Yam); 5. Steve Bonsey (Hon).
500 JR: 1. Jimmy Willis (Yam); 2. Martin Thoeni (Yam); 3. Larry Crawford (Yam); 4. Aaron Twitt (Yam); 5. Jim Poff (Yam).
600 JR: 1. Jimmy Willis (Yam); 2. Larry Andres (Hon); 3. Anthony Palmer (Yam).
VET: 1. Kevin Crowley (Rtx); 2. Joe Carrera (Rtx); 3. Gordon Rudy (Bul).
OPEN EX: 1. Paul Iwanaga (Hon); 2. Antony Giammanco (Hon); 3. Joe Carrera (Rtx); 4. Lonnie Pauley (Hon); 5. Kevin Crowley (Rtx).

## Easley doubles at LACR MX

### By Tony Alessi

PALMDALE, CA, OCT. 14
Thousand Oaks Yamaha/Fox/Pro Circuit-backed Mark Easley dominated the 125 and 250cc Intermediate classes with four midpack to first place charges at Los Angeles County Raceway. Over 350 riders showed up in hopes of winning a sponsor at round one of the CRC Sponsorship Series.

Jason Simmons led the first 125cc Intermediate moto followed closely by Derrick Willis, Rob Drew and Bill Sauro. Easley started 10th and passed riders at will during the early laps. Willis passed Simmons early on and pulled away. At the midway point Colin Couto moved to third and began to pressure Simmons. Couto ran into Simmons and went down at about the same time the leader Willis went over the bars, leaving Simmons and Easley first and second. Easley passed Simmons on the seventh lap and turned up the wick, pulling to more than 30 seconds ahead on the final laps.

Willis shot out front of the second moto followed by Drew, Sauro and Simmons as Easley again started 10th. Drew and Sauro had a good battle which propelled them past Willis. At the halfway point Easley swooped past the leading riders then stormed to an insurmountable lead. Sauro passed Rob Drew late in the race while Willis faded back to fourth on the ultra-rough track.

Erik Kehoe was untouchable in both the 125 and 250cc Pro classes. Only Randy Moody could keep Kehoe in sight throughout the four motos.

Russ Wageman topped the 25-29 Expert class after holding off an overzealous Bobby Kline in the first moto and a very aggressive Gary Sailors in the second moto.

Jeff Harriott was the fastest Vet class rider of the day and won with big leads over Scott Curtis and Mike Mowicki.

Chris Connor charged from sixth in the 125cc Novice first moto, knocking down Aaron Wasnea in the process. Mark VanDelwalle, Jason Reed, Cory Austin and David Chase all had a chance to lead but crashes and bad luck held them back.

Tony Ferragamo came back to lead every lap of the second moto unchallenged but first-moto crashes kept him out of the winner's circle.

### Results

80 BEG: 1. Ben Bejarano (Kaw); 2. Jason Fomseca (Hon); 3. John Bujduso (Kaw); 4. Johnathen Schultz (Suz); 5. David Stinchfield (Kaw).
80 NOV: 1. Armando Overland (Hon); 2. Scott Johnson (Suz); 3. Chris Allen (Suz); 4. Paul Gilmartin (Kaw); 5. Jason DeJager (Kaw).
80 INT: 1. Travis Racestom (Suz); 2. Phil Richmond (Kaw); 3. Jason Reed (Suz); 4. Jay Theys (Suz).
80 EX: 1. Terry Parsons (Hon).
125 BEG D-1: 1. Steve Stancer (Yam); 2. Anthony Bejarano (Kaw); 3. Chris Grey (Yam); 4. Edward Tripp (Hon); 5. Raymond Morales (Suz).
125 BEG D-2: 1. Brad Schultz (Suz); 2. Josh Stevens (Hon); 3. Ken Powell (Hon); 4. Seth Podell (Kaw); 5. Hans Yeager (Hon).
125 NOV: 1. Chris Connor (Suz); 2. Tracy Asher (Suz); 3. Kris Keefer (Suz); 4. Aaron Wasnea (Kaw); 5. Cory Austin (Hon).
125 INT: 1. Mark Easley (Yam); 2. Derrick Willis (Kaw); 3. Bill Cauro (Hon); 4. Rob Drew (Yam); 5. Jason Simmons (Kaw).
125 PRO: 1. Erik Kehoe (Hon); 2. Randy Moody (Kaw); 3. Dustin Evans (Suz); 4. Tim Telford (KTM); 5. Bubba Erickson (Hus).
250 BEG: 1. David Patton; 2. John Bartol (Yam); 3. Bob Bottcher (Hon); 4. Chris Yeager (Hon); 5. C.T. Wattanabe (Hon).
250 NOV: 1. Tracy Asher (Suz); 2. Owen Dickson (Yam); 3. Mat Bateman (Yam); 4. Scott Mumford (Yam); 5. Edward Green (Suz).
250 INT: 1. Mark Easley (Yam); 2. Doug Allen (Kaw); 3. Ken Neitzel (Kaw); 4. Will Dickson (Yam); 5. Chris Murphy (Hon).
250 PRO: 1. Erik Kehoe (Hon); 2. Randy Moody (Kaw); 3. Tony Sulek (Kaw); 4. Andy Grider (Kaw); 5. Russ Wageman (Suz).
500 BEG: 1. Johnny Cross (Kaw); 2. Mike Lucas (Kaw); 3. Dan Zito (Hon); 4. Rick Berkowitz (Hon); 5. Tim Wolf (Hon).
500 NOV: 1. Joe Ketterl (Hon); 2. Richard Martinez (Yam); 3. Homer Rhoads (Hon).
JR VET BEG: 1. Mark Baker (Suz); 2. Mark Cromer (Hon); 3. Bill Garcia (Kaw); 4. Rick Scott (Yam); 5. Terry Puls (Hon).
JR VET NOV: 1. Tim Wahlberg (Kaw); 2. Jack Kell (Suz); 3. Jeff Frey (Hon); 4. Ron Shurp (Yam); 5. Tim McAdams (Kaw).
JR VET INT: 1. Mark Duval (Hon); 2. Mark Horton (Hon); 3. Todd Wimett (Hon); 4. Mike Nowicki (Hon); 5. Jerry Ehlers.
JR VET EX: 1. Russ Wageman; 2. Bob Kline (Hon); 3. Gary Sailors (Kaw); 4. Rich Truchmski.
VET BEG: 1. Frank Wadeltem (Kaw); 2. Bob Hausman (Hon); 3. Donnie Quanstrom (Hon); 4. Rick Flores (Hon); 5. Herbert Allen (Kaw).
VET NOV: 1. Dave Osterman; 2. Jerry Asher (Hon); 3. Ron Hupfield (Kaw); 4. Randy Wysocki (Kaw); 5. Dean Jennings (Kaw).
VET INT: 1. Scott Curtis (Kaw); 2. Mike Nowicki (Hon); 3. Michael Rochester (Hon); 4. Curtis Jarmes (Yam); 5. Randy Anderson (Yam).
VET EX: 1. Jeff Harriott (Yam).
SR EX: 1. Terry McDonald (Hon).
WMN NOV: 1. Jamie Pamintuan (Suz).

Eric Wasnea (196) leads Jim Lavocci (8) and Tracy Asher at LACR MX.

## Hutcheson hot at Grattan RR

### By Denise Kottke

GRATTAN, MI, OCT. 6-7
Greg Hutcheson claimed first place in the Solo GTU event and captued the Great Lakes Regional title at Grattan Raceway.

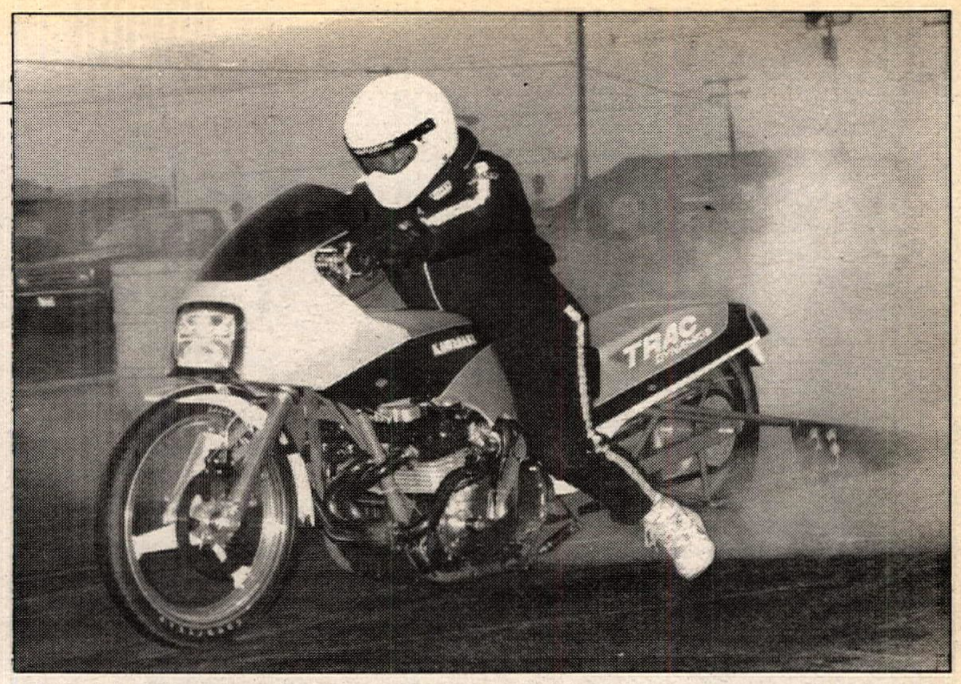
Rapheal Burris grasped the lead at the start and was closely followed by William White, Steve Craft and Hutcheson. Hutcheson, who took first in the Middleweight GP event earlier in the day, passed Burris on the third lap followed by Bill Bradley and Dana Bucham. Positions remained unchanged until the eighth lap as Hutcheson maintained a two second lead over White when Bucham crashed in turn seven and brought out the red flag.

Craft led the restart but was feeling the pressure of Burris, Hutcheson and White close behind on the ninth lap. Three laps later there was another crash, prompting yet another restart.

The second restart saw Craft get the lead again but Hutcheson passed him a short time later. White and Burris fought for second after both passed Craft by the 16th lap. Hutcheson, White and Burris pulled away, leaving a six-second margin on Bill Bradley, Steve Kok and Tim Keen, while David Bloom was now battling with Craft for seventh. In the remaining laps, White was hot after Hutcheson until Burris snatched second from him on lap 24. At the finish, Hutcheson claimed first followed by Burris, White, Bradley, Kok, Keen, Bloom and Craft.

### Results

SOLO GTO: 1. Randy Gaddey (Suz); 2. Jordon Brown (Yam); 3. Raphael Burris (Suz); 4. Edward Gray (Hon); 5. David Bissett (Suz).
EX L/W S/SPRT: 1. Brian Westphal (Yam); 2. John Voznak (Yam).
NOV L/W S/SPRT: 1. Mark Stiles (Yam); 2. Chuck Drath (Yam); 3. Jeff Brown (Yam); 4. Christopher Tindall (Yam); 5. Richard Crawford (Yam).
EX L/W S/TW: 1. Chris Helland (Duc); 2. Jim Wood (Duc); 3. Louis Drakulich (Hon); 4. Dave Bradford (Nor).
NOV L/W S/TW: 1. Robert Meister (Hon); 2. Tom Benidict (Hon); 3. Greg Mellinger (Duc); 4. Dave Moon (Duc); 5. Dave Gollon (Cag).
EX M/W GP: 1. Greg Hutcheson (Yam); 2. Jordon Brown (Yam); 3. Jim Beattle (Rtx); 4. Daniel Schmitt (Yam).
NOV M/W GP: 1. Phil Schilling (Hon); 2. William White (Yam); 3. Jim Will (Yam); 4. Robert Lemble (Hon); 5. Thornton McPheeters (Yam).
EX U/L S/SPRT: 1. David Bissett (Yam).
SOLO GTU: 1. Greg Hutcheson (Yam); 2. Raphael Burris (Yam); 3. William White (Yam); 4. Bill Bradley (Hon); 5. Steve Kok (Hon).
EX L/W GP: 1. Phil Schilling (Hon); 2. John Voznak (Yam); 3. Larry Cohee (Yam); 4. Louis Drakulich (Hon).
NOV L/W GP: 1. Chuck Drath (Yam); 2. George Osmond (Yam); 3. Geoff Giles (Yam); 4. Mark Stiles (Yam); 5. Tom Benidict (Hon).
EX M/W S/SPRT: 1. Scott Seferian (Yam); 2. Randy Gaddey (Hon); 3. Brian Westphal (Yam).
NOV M/W S/SPRT: 1. William White (Yam); 2. Raphael Burris (Yam); 3. Jim Will (Yam); 4. Dana Bucham (Hon); 5. Kirk Edsall (Yam).
EX U.S. TW/SPRT: 1. Shawn Higbee (H-D); 2. David Bloom (H-D).
EX H/W S/SPRT: 1. David Bissett (Suz).
NOV H/W S/SPRT: 1. Thomas Wilson (Suz); 2. Michael Collins (Suz); 3. Chuck Heying (Kaw); 4. Roger Duffy (Kaw); 5. H. Dale Hudson (Suz).
EX H/W S/TW: 1. Chris Helland (Duc); 2. Jim Wood (Duc); 3. Dave Bradford (Nor); 4. Louis Drakulich (Hon).
NOV H/W S/TW: 1. Mike Rossi (Duc); 2. Tom Benidict (Hon); 3. Roy Nicholson (H-D); 4. Dave Gollon (Cag); 5. Barry Heckerd (Hon).
EX H/W S/BK: 1. Randy Gaddey (Suz); 2. Steve Palella (Suz); 3. David Bissett (Suz).
NOV H/W S/BK: 1. Thomas Wilson (Suz); 2. Roger Duffy (Kaw); 3. Michael Collins (Suz); 4. Chuck Heying (Kaw); 5. John Krupa (Hon).
EX L/W S/BK: 1. Brian Westphal (Yam); 2. Larry Cohee (Yam); 3. Louis Drakulich (Hon).
NOV L/W S/BK: 1. Robert Meister (Hon); 2. Chuck Drath (Yam); 3. Geoff Giles (Yam); 4. Tom Benidict (Hon); 5. Larry Vaughn (Hon).
EX M/W S/BK: 1. Scott Seferian (Yam); 2. Steve Craft (Yam); 3. Randy Gaddey (Hon); 4. Jordon Brown (Yam).
NOV M/W S/BK: 1. Tom Chaplin (Hon); 2. Raphael Burris (Yam); 3. William White (Yam); 4. Jim Will (Yam); 5. Bill Bradley (Hon).
EX SPTMN: 1. James Doll (Hon).
NOV SPTMN: 1. Larry Vaughn (Hon); 2. Richard Crawford (Yam); 3. Michael Parsons (Yam); 4. Eric Miller (Yam).
EX U/L GP: 1. Steve Craft (Yam); 2. Scott Seferian (Suz); 3. Carl Musat (Suz); 4. Shawn Higbee (Hon); 5. Randy Gaddey (Suz).



John Larson beat Tom Erickson in the final round of eliminations to win his first Western Pro Gas Association event of the year at Los Angeles County Raceway.

## Larson wins at LACR Drags

### By Bob Johnson

PALMDALE, CA, OCT. 6
John Larson won his first Western Pro Gas Association drag race at Los Angeles County Raceway. Larson beat Tom Erickson in the final round of eliminations.

Upsets filled the first two rounds of eliminations, with series points leader Don Earll losing in the first round to Brian Boyd, and points contender Dave Earll joining his father on the sidelines as he lost to Larson. Reigning champ Elva Earll's chances for a second event win of the year were diminished when Boyd eliminated her.

Other second round winners included Tom Erickson, who beat Joe Savatgy; Kris Wilcox over Charley Fulks; and Larson with a bye into the semi finals.

Erickson began that semi final round by winning with a 9.56/115.93 (9.40 second index) as Boyd lost with a 9.60/120.25. Larson gained his second final round of the year when he got the win light at 9.64/113.55 to a losing 9.78/120.69 for Wilcox.

In the final, Kawasaki-mounted Larson ran a 9.46/129.46 to defeat Erickson, breaking out with an amazingly close 9.398/139.88.

## Elam aces West Florida MX

### By Diane Silcox

MILTON, FL, OCT. 13
It was a great night for racing at West Florida Motocross Park, as the track ran its last night race for the season. The most action was in the Junior Mini 80cc class, with Eric Elam coming out on top for the night.

During the first moto of the Junior Mini 80cc race, Elam shot off the line with the holeshot, followed closely by Russell Welch and Adam Helton. Jason Burgess followed in fourth, trying to close the space between Helton and himself. Elam maintained his lead though feeling the pressure by Welch. Burgess managed to get around Helton in the Bowl turn to take over third, putting Helton in fourth with Joey LeBlanc in fifth. Burgess began to make up time catching up to Welch trying to take over second, but Welch was able to hold him off. Welch moved in on Elam. Elam went down in the turn after the tabletop, passing first-place to Welch, while Burgess moved into second and Helton in third. Elam got up and moved into the fourth place slot. Not long after Elam's fall, he closed the gap on Helton. Welch began putting distance between himself and Burgess, holding onto a comfortable first. Helton went down in the turn, letting Elam take over third, while LeBlanc moved into fourth. Vincent Duvall held fifth and Helton recovered and moved into sixth. Going into turn three, Burgess stalled out giving Welch a tremendous lead over the rest of the riders. Elam got by for second, LeBlanc moved into third, Duvall held fourth and Helton closed in on Duvall while running fifth. Duvall battled with Helton for fourth place. Elam moved in on Welch with one lap to go. Duvall, however, went down, letting Helton by for fourth. Welch crossed the finish jump with a well-deserved first place. Elam followed in second, ahead of LeBlanc, Helton, Duvall and Burgess.

During the second moto, Elam took the holeshot once again followed by LeBlanc in second and Helton third. Welch came off the line in fourth. Welch moved in on Helton for third. Helton finally got passed by Welch in the back bowl turn to take over third. Helton moved back to fourth. After taking over third, Welch moved in on LeBlanc for second. LeBlanc tried to hold off Welch, however, LeBlanc went down and Welch took over second. Elam held a tremendous lead over Welch and the rest of the field. Elam crossed the finish jump taking the checkered flag and taking home the first place trophy. Welch took second, LeBlanc third, Helton fourth and Burgess took fifth.

### Results

P/W 50: 1. Robert McLendon (Suz); 2. Carey Burgess (Suz); 3. Rodney Allen (Suz).
JR MINI 80: 1. Eric Elam (Kaw); 2. Russell Welch (Kaw); 3. Joey LeBlanc (Hon); 4. Adam Helton (Kaw); 5. Jason Burgess (Kaw).
SR MINI 80: 1. Joffrey Easley (Hon); 2. Josh Valure (Hon); 3. Joe Duvieilh (Yam); 4. Roger Pratt (Hon); 5. Wayne Bailey (Hon).
125 NOV: 1. Joffrey Easley (Hon); 2. Mark McNally (Suz); 3. Junior Sims (Yam); 4. Bill McGeorge (Kaw); 5. Mark Krupinski (Hon).
125 AM: 1. Michael Pazos (Suz); 2. David Sharpe (Hon).
250 NOV: 1. David Redmond (Hon); 2. Keith Jones (Kaw); 3. Tom Bennett (Hon).
PRO: 1. Scott Patrick (Hon); 2. Barry Weinberger (Hon); 3. Jeff Marek (Hon); 4. Craig Woolard (Kaw).
VET : 1. David Redmond (Honn); 2. Neal Thomas (Hon); 3. David Watkins (Suz).

## Roberti takes it all at PIR RR

### By Russ Cazier

PORTLAND, OR, OCT. 7
Shawn Roberti won the battles and the war, winning 750 Production and 500 Superbike, and taking a second in 750 Superbike to clinch overall season points at Oregon Motorcycle Road Racing Association's final event of the season at Portland International Raceway.

As has been the case all year, Roberti got few easy wins. The 750 Production race was a dogfight from the green flag, with Roberti and Michael McBrady locked in a race-long dice, and Joe Pittman never more than one second back. Roberti led until the fourth lap, when McBrady got by in turn seven. Roberti passed back two laps later, McBrady repassed immediately in the next turn, but Roberti stayed on his tail and repassed in turn seven on the last lap for the win.

Keith Pinkstaff ran away with the 750 Superbike event but Roberti again had to dice all ten laps with Alan Edwards and Steve McKissock, taking second place only after Edwards washed out the front end and crashed within yards of the checkered flag on the last lap. Edwards took the checkered flag and several points by pushing his motorcycle the last few yards.

Joe Pittman broke clear on the second lap of the Open Production race and won handily, but Pinkstaff, McBrady and McKissock swapped second until the eighth lap. That's when Pinkstaff finally got in front of the three-man pack to stay. CN

### Results

OPEN PROD: 1. Joe Pittman (Suz); 2. Keith Pinkstaff (Suz); 3. Michael McBrady (Suz).
750 PROD: 1. Shawn Roberti (Suz); 2. Michael McBrady (Suz); 3. Joe Pittman (Suz).
600 PROD: 1. Jeff Higginbothan (Yam); 2. Rick George (Hon); 3. Scott McArthur (Yam).
450 PROD: 1. Todd Yoast (Yam); 2. Stuart Miller (Yam); 3. Kevin Normet (Yam).
OPEN S/BK: 1. Joe Pittman (Yam); 2. Keith Pinkstaff (Suz); 3. Dan Zlock (Suz).
750 S/BK: 1. Keith Pinkstaff (Suz); 2. Shawn Roberti (Yam); 3. Steve McKissock (Suz).
600 S/BK: 1. Shawn Roberti (Yam); 2. Craig Larson (Yam); 3. Jeff Higginbotham (Yam).
450 S/BK: 1. Alan Schwen (Yam); 2. Todd Powell (Yam), 3. Kevin Normet (Yam).
M/W S/BK: 1. Dale Gray (Hon); 2. Kevin Normet (Yam); 3. Robert Hinojosa (BMW).
L/W S/BK: 1. Bob Martin (Yam); 2. Dan Batz (Yam); 3. Roy Flint (Yam).
ULT/L S/BK: 1. Cliff Baker (HYH); 2. Scott Soper (Yam); 3. Dani Saxman (Kaw).
OPEN BoTT: 1. Dale Gray (Hon); 2. Robert Hinojosa (BMW); 3. Don Horn (Duc).
650 BoTT: 1. George Schwen (Kaw); 2. Gary Myron (Kaw); 3. Chuck Sowards (Hon).
OPEN VINT: 1. Reno Ortiz (Tri); 2. Jon Lacey (BSA); 3. Milton McRae (Hon).
500 VINT: 1. Chuck Sowards (Hon); 2. Bill Merison (Hon); 3. Evan Wilcox (Nor).
250 VINT: 1. Anthony Rivelli (Duc); 2. Mike Rivelli (Duc); 3. Jim Rivelli (Duc).

## The Original CZ WORLD CHAMPIONSHIP

and Vintage Championship
**NO MEMBERSHIP REQUIRED**
CVRG/AHRMA Members Welcome

(This event is not associated with CVRG or AHRMA)

**Glen Helen, San Bernardino, CA**
**Sunday, November 18, 1990**

- CZ World Championship is open to any CZ motorcycle 1976 & older.
- Vintage MX races are open to any bike built in 1974 or earlier. Dust off the old Bultaco, Penton, Hodaka, TM, RM, YZ, KX, or CR. Vintage/CZ Club rules apply.
- Special classes: Modified CZ - No Rules! Stock CZ - Falta and Earlier. (No laydowns)
- Practice at 8 a.m., first race at 9 a.m. Special track preparation and plenty of water.

Race Info: CZ Club/Rick Nabers (714) 662-7377 (714) 631-5680
SMX (714) 583-7486



## COMPETITION RIDERS OF AMERICA

NOVEMBER 1990 EVENT SCHEDULE
All tracks located in Ohio, call for details

| HARE SCRAMBLES | | INFO | MOTOCROSS | | INFO |
|---|---|---|---|---|---|
| Nov. 4 | Proffer Promotions | | Nov. 3 | Gran Prix | (216) 682-9231 |
| | Toys For Tots Turkey Run | (216) 538-2220 | | | |
| Nov. 11 | Amherst Team | (216) 988-9100 | | | |
| Nov. 18 | Mansfield | (419) 524-1347 | | | |
| | 6th Annual Turkey Run | or (419) 526-6318 | | | |
| Nov. 25 | Amherst | (216) 988-9100 | | | |

*Watch For Monthly Schedule Ads In "Cycle News", CRA Racing Continues Year Round*



## District #37 Referee

Dave Kersting (213) 376-1329

On all off-road events, Green Stickers & Spark Arrestors are required.
NO 3-wheel ATVs allowed - Quad Cycles okay.
A.M.A. membership is required.
Presence of Parent or legal guardian may be required for minors to race.

**COMPETITION SCHEDULE**

| Date | Club | Event |
|---|---|---|
| Nov. 4 | Checkpoint M/C<br>Location: Stoddard Wells<br>Info: Pete (805) 496-6057<br>Dana (213) 438-4435<br>Grant (714) 643-9108 | Enduro |
| Nov. 11 | So Cal M/C<br>Location: Lucerne Valley (Camp Rock Road)<br>Info: Steve (213) 542-6223 | Hare & Hound |
| Oct. 21 | District 37 B to V (Battle to Victory)<br>Location: Lucerne Valley (Camp Rock Road)<br>Info: Bill Howell (714) 944-3279<br>Art More (818) 707-3459<br>Dave Kersting (213) 376-1329 | Hare & Hound |

**ROAD & DUAL SPORT SCHEDULE**
INFO: (818) 249-2141

| Date | Club | Event |
|---|---|---|
| Nov. 3 | Classic Bike Display<br>Location: Hasen Dam Park<br>Info: (213) 225-1687 | Road |
| Nov. 4 | Trac M<br>Location:<br>Info: (714) 825-0606 | Road |
| Nov. 4 | T N'T<br>Location: Cancelled | Dual Sport |
| Nov. 11 | Glendale Harley-Davidson "Love Ride"<br>Location: Glendale<br>Info: (818) 246-5618 | Road |
| Nov. 18 | Accesssories Unlimited<br>Info: (805) 255-6522 | Road |
| Nov. 23/24 | District 37<br>(Barstow To Vegas)<br>Info: (818) 249-2141 | Dual Sport |
| Nov. 24 | Trac Barstow To Vegas (Poker Run)<br>Info: (714) 825-0606 | Road |



## THE MORE YOU KNOW

## THE BETTER IT GETS

FOR THE MOTORCYCLE RIDERCOURSE NEAREST YOU, CALL TOLL FREE:

MOTORCYCLE SAFETY FOUNDATION

**800-447-4700**

DE ANZA CYCLE PARK
1990 RACE SCHEDULE

**100% PRO PAYBACK**
**Sun. Nov. 4 DRC MX**
**No Membership Required**
**Sun. Nov. 11 DRC MX**
**No Membership Required**
**Sun. Nov. 18 DRC Stadium Cross**
**No Membership Required**
**Sun. Nov. 25 DRC MX**
**No Membership Required**

Park is open 7 days a week for MX practice & Open Trail riding 8:30 A.M. - 4:30 P.M.
MX TRACK IS PREPARED & WATERED EVERY SAT. FOR PRACTICE 7:30 A.M. - 5:00 P.M.
Sunday gates open: 6:30 A.M.
Practice 8:30 A.M. • Race Start 9:30 A.M.
Info: (714) 242-5840

## WHITE BROS VETERAN'S WORLD MX CHAMPIONSHIPS

NOV. 3&4, Perris Raceway
Classes for ALL riders 25 yrs & older! **Great Sportsman Prizes! $3500 Pro Purse!! No Membership Required!** Overnight camping available at no extra charge. Food services & barbecues avail. both nights. For Info Call:
White Bros (714) 554-9442
GFI Racing (714) 788-5853



## Continental Motosport Club

| | |
|---|---|
| Fri., Nov. 2 Ascot Night Nat'l | Last MX |
| Sun., Nov. 4 Glen Helen | Mfg's Series #1 |
| Sun., Nov. 11 Sunrise Cycle Park | MS #2 |
| Sun., Nov. 18 Barona Oaks | MS #3 |
| Sun., Nov. 25 Glen Helen | MS #4 |

CA (714) 261-6116



## DOUBLE CROSS RACING

**NOV. 11**
*Perris GP*
Perris
40% Trophy Day
INFO: (714) 371-6333



## NMA

REGIONAL & NATIONAL SANCTIONS-LICENSE INFORMATION
(714) 855-1602
(213) 868-8112
P.O. BOX 46
NORWALK, CA 90650

*National Motosport Association*


# CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. Calendar listings cannot be accepted over the phone; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

## CHAMPIONSHIP EVENTS

### World C'ship Superbike Road Race Series
11/4 Shah Alam, Malaysia
11/11 Phillip Island, Australia
11/18 Manfeild, New Zealand

### AMA/Wiseco/ Yamaha/Yokohama Grand Nat'l Cross Country Series
11/11 Millfield, OH
Info 304/594-1157

### Kerker/SBS WERA Nat'l Endurance Road Race Series
11/2 Braselton, GA
Info 803/681-9372

### WERA Pro Series
10/31-11/4 Braselton, GA
Info 803/681-WERA

### WERA Grand National Finals
11/2-4 Braselton, GA

### NETRA C'ship Enduro Series
11/4 Stafford, CT
11/18 Chester, CT

### NETRA C'ship Hare Scrambles Series
11/11 Wrentham, MA
Info 203/875-5757

### NETRA Turkey Run Series
11/25 Plympton, MA

### ECEA C'ship Enduro Series
11/11 Warren Grove, NJ
Info 609/893-7294

### NESC C'ship Motocross Series
11/4 Middlebobo, MA
11/11 Middleboro, MA
Info 413/772-0685

### CRA Team Hare Scrambles Series
11/11 Amherst, OH
Info 216/538-2220

### Dragbike! USA Nat'l C'ship Drag Race Series
11/3-4 Phoenix, AZ
11/16-18 Gainesville, FL
Info 315/735-4412

### SETRA C'ship Enduro Series
11/4 Maplesville, AL
1/31/91 Charleston, SC
1/27 Sumter, SC
3/3 Pelion, SC
3/10 Deland, FL
3/17 Maxeys, GA
3/31 Brown Mt. Bch., NC
4/28 Olustee, FL
5/5 Clinton, SC
Info 912/882-6483

### SETRA C'ship Hare Scrambles Series
11/18 Montgomery, AL
12/9 Ft. Gaines, GA
2/17/91 Johnsonville, SC
2/24 Maxeys, GA
4/14 Sumter, SC
5/12 Jasper, AL
Info 404/532-6832

### Virginia C'ship Hare Scrambles Series
11/4 Martinsville, VA
Info 804/255-4620 or 851-0322

### SERA Enduro Series
11/4 Maplesville, AL
Info 504/748-8693

### SERA Hare Scrambles Series
11/11 Birmingham, AL
Info 504/748-8693

### Mid-South C'ship Hare Scramble Series
11/4 Cadiz, KY
12/2 Fordsville, KY
12/16 Cullman, AL
1/13 Lexington, TN
1/27 Bremen, GA
2/10 Clarksville, TN
2/24 Cullman, AL
3/17 Fort Knox, KY
4/21 Centerville, TN
Info 615/331-1475

### AHRMA Regional Championship Vintage MX Series
11/11 Tulare, CA
Info 603/673-0993 (Eastern events)
213/490-0012 (Western events)

### AHRMA Regional C'ship Vintage Road Race Series
11/1 Braselton, GA
Info 304/291-2253

### Florida C'ship Gold Cup MX Series
11/4 Cocoa, FL
11/11 Sebring, FL
Info 813/822-8929

### Florida Winter Nat'l Olympics
11/19-24 Gainesville, FL
Info 813/822-8929

### OCCRA Cross Country Series
11/4 Lake Murray, OK
11/11 Tulsa, OK
11/18 Draper Lake, OK
Info 405/632-3370

### N. Indiana Hare Scrambles Series
12/2 Plymouth, IN
Info 219/831-2345

### ATA Observed Trials C'ship Series
11/11 Little Rock Canyon, CA
12/30-31 UCAN Classic Oatman, AZ
Info 213/259-6631

### ARRA Road Race Series
11/17-18 Willow Springs, CA
12/15-16 Willow Springs, CA
1/19-20/91 Willow Springs, CA
2/16-17 Willow Springs, CA
3/16-17 Willow Springs, CA
4/20-21 Willow Springs, CA
5/18-19 Willow Springs, CA
6/15-16 Willow Springs, CA
7/4 Willow Springs, CA
7/20-21 Willow Springs, CA
8/17-18 Willow Springs, CA
9/14-15 Willow Springs, CA
10/19-20 Willow Springs, CA
11/16-17 Willow Springs, CA
12/14-15 Willow Springs, CA
Info 805/966-5700

### SCORE Int'l Off-Road Series
11/8-11 Baja 1000
Ensenada, BC, MEX
1/25-27/91 Parker 400
Parker, AZ
4/5-7 San Felipe 250
San Felipe, B.C., MEX
6/7-9 Baja Internacional
Ensenada, B.C., MEX
11/7-10 Baja 1000
Ensenada, B.C., MEX
Info 818/889-9216.

### NMA Off-Road Series
11/11 Shelton, WA
11/18 Bellingham, WA
Info 206/943-1559

### Grans Prix de Baja Series
11/17 San Felipe GP
San Felipe, MEX
Info 818/340-5750

### Sabine Enduro Circuit
11/3-4 Muenster, TX
3/10/91 String Prairie, TX
3/TBA Leesville, LA
4/7 Nacogdoches, TX
Info 409/722-7926

### High Plains Enduro Circuit
11/18 Spur, TX
12/1-2 Lubbock, TX
12/16 Turkey, TX
2/10/91 Carlsbad, NM
2/24 Odessa, TX
3/24 San Angelo, TX
4/14 Post, TX
Info 806/795-1218

### South Texas Hare Scramble Series
11/11 AMSA String Prairie, TX
11/18 TRH Trinity, TX
12/2 DBSA Hidden Valley, TX
12/16 TRH Lake Houston, TX
1/13/91 TRH Cleveland, TX
1/27 AMSA Smithville, TX
2/10 DBSA Zars Ranch, TX
2/24 AMSA Rockne, TX
3/10 DBSA New Berlin, TX
Info AMSA-512/892-5026, DBSA-512/438-7594, TRH-713/351-7339

### Texas State C'ship Enduro Series
11/3-4 Denton, TX
11/18 Lubbock, TX
12/1-2 Lubbock, TX
12/16 Pampa, TX
2/24/91 Midland, TX
3/10 San Antonio, TX
3/24 Sweetwater, TX
4/7 Nacogdoches, TX
Info 817/540-0094

**NOVEMBER**

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| 25 | 26 | 27 | 28 | 29 | 30 | |

**DECEMBER**

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| 16 | 17 | 18 | 19 | 20 | 21 | 22 |
| 23 | 24 | 25 | 26 | 27 | 28 | 29 |
| 30 | 31 | | | | | |

• Denotes Pro Payback

## Oct. 31-Nov. 4

GEORGIA ROAD RACE
WERA Grand National Finals. Road Atlanta, Braselton. Info 803/681-9372.

## November 2

CALIFORNIA SCRAMBLES
AMA/D-36/ARA. Rough Scrambles. Altamont Raceway, Tracy. Info 415/447-4610.
CALIFORNIA MOTOCROSS
• CMC. Ascot Park, Gardena. Info 714/261-6116.
DELAWARE SHORT TRACK/ SUPERCROSS
• Seaford Speedway, Seaford. Info 302/629-6535 or 335-4386.
TEXAS MOTOCROSS
• Mosier Valley MX Park, Euless. Info 817/540-0815.

## November 3

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-5389 or 477-6848.
CALIFORNIA MTOCROSS
• Racing Ent. Carlsbad Raceway, Carlsbad. Info 619/484-1441.
CALIFORNIA MOTOCROSS
Club Moto Racing. Santa Clara PAL Track, Santa Clara. Info 415/846-1139.
CALIFORNIA SHORT TRACK
• R & D Enterprises. Monterey County Fairgrounds, Monterey. Info 408/449-7367.
CALIFORNIA GRAND PRIX
• MTEG Off-Road C'ship GP, Final round. Candlestick Park, San Francisco. Info 714/938-4100.

CALIFORNIA ENDURO
AMA/D-36/Hayward MC. Middle Creek Campground, Upper Lake. Info 415/797-8429 or 471-0907.
FLORIDA MOTOCROSS
• Orange County Raceway, Orlando. Info 407/568-2271.
FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info 813/986-4950.
GEORGIA SUPERCROSS
Wings & Wheels Promotions. Bremen SX, Bremen. Info 404/941-9864.
GEORGIA SUPERCROSS
• Riverside Supercross, Calhoun. Info 404/928-3053 or 629-4450.
GEORGIA SUPERCROSS
• Southern Supercross, Tunnel Hill. Info 404/397-2937.
IOWA SHORT TRACK
• Jim White Promotions. Iowa State Fair Pavilion, Des Moines. Info 515/289-2140 or 265-6439.
MASSACHUSETTS JR ENDURO
NETRA Steerage Rock Jr. Brimfield. Info 203/875-5757.
MISSOURI MOTOCROSS
Sprout Patch Competition, Inc. The Sprout Patch, Billings. Info417/744-2593.
NORTH CAROLINA MOTOCROSS
East Bend Speedway, East Bend. Info 919/699-3629.
OHIO MOTOCROSS
Gran Prix Raceway, Canal Fulton. Info 216/682-9231.
OHIO MOTOCROSS
• AMA/D-11. Honda Hills, Linnville. Info 1-800-EAT-DIRT.
OHIO SHORT TRACK
Race 'Em Chase 'Em Promotions. Mathias Raceway, New Philadelphia. Info 216/833-8640.
TEXAS SUPERCROSS
Skeeter Motorsports Complex, Algoa. Info 409/925-4232.
WYOMING ARENACROSS
Motorsports of America. Casper Event Center, Casper. Info 1-800-544-8714.

## November 3-4

ARIZONA DRAGS
• Dragbike USA! Nat'l C'ship Series. 13th Annual Western Finals. Firebird Int'l Raceway Park, Phoenix. Info 315/735-1661.
CALIFORNIA MOTOCROSS
• White Bros./GFI Vet World MX C'ships. Perris Raceway, Perris. Info 714/788-5853.
CALIFORNIA HILLCLIMB
Southern California Hillclimbers World C'ship Hillclimb. DeAnza Cycle Park, Moreno Valley. Info 714/545-7084.
MICHIGAN MOTOCROSS
MRA. Log Road TNT, Coldwater. Info 517/522-4380.
NEW MEXICO HARE SCRAMBLES
New Mexico Desert Racing Assn. Socorro Valley. Info 505/898-6606.
TEXAS ENDURO
Texas State C'ship Series/Sabine Enduro Circuit. Red River Enduro #1 & #2. Muenster. Info 817/347-8123 or 409/722-7926..

## November 4

ALABAMA ENDURO
AMA/SETRA/SERA/Perry Mountain MC. Gobbler Getter Enduro. Reynolds Pasture, Maplesville. Info 205/872-4286 or 872-0619.
CALIFORNIA MOTOCROSS
• GFI/Passmore MX Promotions. Huron Cycle Park, Huron. Info 209/875-9134.
CALIFORNIA ENDURO
AMA/D-37. Checkpoint Enduro MC, Gorman. Info 714/643-9108.
CALIFORNIA MOTOCROSS
• DRC. DeAnza Cycle Park, Moreno Valey. Info 714/242-5840.
CALIFORNIA MARATHON
AMA/D-36/ARA/Red Neck Roosters. Altamont Raceway, Tracy. Info 415/447-4610.
CALIFORNIA MOTOCROSS
• CMC. Argyll Park, Dixon. Info 916/678-3592.
CALIFORNIA MOTOCROSS
• GFI. Sand Hill Ranch, Brentwood. Info 415/634-3328.
CALIFORNIA MINI ROAD RACE
NMA/RMD Productions. Amago Raceway, Lake Henshaw. Info 213/864-4214 or 213/858-8112.
CALIFORNIA MOTOCROSS
• CRC. Sunrise Cycle Park, Adelanto. Info 805/272-8889.
CALIFORNIA MOTOCROSS
• CMC. Glen Helen OHV Park, San Bernardino. Info 714/880-1733.
CALIFORNIA ENDURO
AMA/D-38/SDEA. 12th Annual Horney Toad Enduro. Yuha Desert. Info 619/571-0155 or 571-5531.
CALIFORNIA HARE SCRAMBLES
Sacramento Jammers MC. Prairie City State Vehicular Recreation Area. Info 916/989-0109 or 961-0602.
CONNECTICUT ENDURO
NETRA C'ship Series. Black & Blue Enduro. Stafford. Info 203/875-5757.
DELAWARE MOTOCROSS
• AMA/First State Racing. DE State Fairgrounds, Harrington. Info 302/678-2440.
FLORIDA MOTOCROSS
• AMA/WorldSports Florida Gold Cup Series. Cocoa. Info 813/822-8929.
FLORIDA MOTOCROSS
• Orange County Raceway, Orlando. Info 407/568-2271.
GEORGIA MOTOCROSS
WFO MX Club, Whitesburg. Info 404/942-5930.
INDIANA ENDURO
Great Lakes Enduro Series. Goshen, New Paris. Info 219/831-2345.
INDIANA MOTOCROSS
D-12 & 15/Read's Racing Unlimited, Inc. Wabash Cannonball, Wabash.Info 219/594-2974 or 594-2649.
INDIANA ENDURO
AMA/D-14 & 15. Great Lakes Enduro Series, Final Round. Riders MC, New Paris Industrial Park, New Paris. Info 219/269-6777.
KANSAS HARE SCRAMBLES
KORR C'ship Series. Winfield. Info 316/945-8221.
KENTUCKY HARE SCRAMBLES
Mid-South C'ship Hare Scramble Series. Cadiz. Info 615/331-1475.
MASSACHUSETTS MOTOCROSS
NESC C'ship Series. Middleboro. Info 413/772-0685.
NEW JERSEY MOTOCROSS
AMA/Raceway Park, Englishtown. Info 201/446-6331.
NEW YORK HARE SCRAMBLE
AMA/D-34/Tri-State MC. Lembo Lake, Modena. Info 914/564-5400.
NORTH CAROLINA MOTOCROSS
Silver Creek MX, Morganton. Info 704/584-2808.
NORTH CAROLINA MOTOCROSS
Brasstown Fever MX, Brasstown. Info 704/837-8916.
NORTH CAROLINA MOTOCROSS
Wilkes County MX Park, Lenoir. Info 704/758-4342.
NORTH CAROLINA MOTOCROSS
NAME Series. Rolling Hills Cycle Park, Reidsville. Info 919/342-4492.
OHIO HARE SCRAMBLE
CRA. Proffer Promotions/USMC Charity HS. Big Valley, E. Palestine. Info 216/538-2220.
OHIO MOTOCROSS
• AMA/D-11. Dirt Country MX Park, Blanchester. Info 513/625-9987 or 791-8970.
OKLAHOMA MOTOCROSS
• Interstate MX Park, Oklahoma City. Info 405/732-2667 or 737-0752.
OKLAHOMA CROSS COUNTRY
OCCRA. Lake Murray. Info 405/632-3370.
PENNSYLVANIA HARE SCRAMBLE
AMA/D-6. Flying Dutchmen MC, Schuylkill Haven. Info 717/345-6340 or 385-3515.
SOUTH CAROLINA MOTOCROSS
AMA/D-29. Secession MX, Anderson. Info 803/296-5983.
TENNESSEE MOTOCROSS
AMA. Bad Lands Shoot-Out. Boyd's Creek MX, Sevierville. Info 615/453-8947 or 453-8546.
TEXAS MOTOCROSS
Mosier Valley MX Park, Euless. Info 817/540-0815.
VIRGINIA HARE SCRAMBLES
VA C'ship H.S. Series. Blue Ridge Cycle Club, Martinsville. Info 703/632-5931 or 632-1161.
VIRGINIA MOTOCROSS
Pro Sport MX, Wytheville. Info 703/228-3118.

## November 8-11

MEXICO OFF-ROAD RACE
SCORE Int'l Off-Road Series. Baja 1000. Ensenada, B.C. Info 818/889-9216.

## November 9

DELAWARE SHORT TRACK/SUPERCROSS
• Seaford Speedway, Seaford. Info Info 302/629-6535 or 335-4386.
TEXAS MOTOCROSS
• Mosier Valley MX Park, Euless. Info 817/540-0815.

## November 10

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-5389 or 477-6848.
CALIFORNIA SAND DRAGS
USA Sand Drags. Glen Helen OHV Park, San Bernardino. Info 714/880-1733.
CALIFORNIA SHORT TRACK
Dirt Sports Promotions. Carlsbad Raceway, Carlsbad. Info 619/489-5823.
CALIFORNIA SHORT TRACK
• R & D Enterprises. Monterey County Fairgrounds, Monterey. Info 408/449-7367.
CALIFORNIA MOTOCROSS
• Racing Ent. Carlsbad Raceway, Carlsbad. Info 619/484-1441.
CALIFORNIA MOTOCROSS
• D-36/CMC. Altamont Raceway, Tracy. Info 415/447-4610.
FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info 813/986-4950.
FLORIDA MOTOCROSS/SHORT TRACK
• Orange County Raceway, Orlando. Info 407/568-2271.
GEORGIA MOTOCROSS
• Southern Supercross, Tunnel Hill. Info 404/397-2937.
GEORGIA SUPERCROSS
• Riverside Supercross, Calhoun. Info 404/928-3053 or 629-4450.
GEORGIA SUPERCROSS
Wings & Wheels Promotions. Bremen MX, Bremen. Info 404/941-9864.
IDAHO SHORT TRACK
• Lewis-Clark Motor Sports. Lewiston Roundup Grounds, Lewiston. Info 208/743-0736.
IOWA SHORT TRACK
• Jim White Promotions. Iowa State Fair Pavilion, Des Moines. Info 515/289-2140 or 265-6439.
MISSOURI MOTOCROSS
Sprout Patch Competition, Inc. The Sprout Patch, Billings. Info 417/744-2593.
NORTH CAROLINA MOTOCROSS
East Bend Speedway, East Bend. Info 919/699-3629.
OHIO SHORT TRACK
Race 'Em Chase 'Em Promotions. Mathias Raceway, New Philadelphia. Info 216/833-8640.
TENNESSEE SHORT TRACK
• St. Jude Children's Hospital Benefit. Shelby Farms Show Place Arena, Memphis. Info 901/386-3256.

## November 10-11

CALIFORNIA POKER RUN
Toys for Tots Off-Road Poker Run. Slash-X Cafe, Barstow. Info 619/252-2169.
CALIFORNIA DUAL SPORT
California Trail Rides Inyo 250 Two-Day Dual Sport Ride. Sierra Gateway Motel, Independence. Info 213/867-7429.
MICHIGAN MOTOCROSS
MRA. Baja Acres, Millington. Info 517/871-3356.
OHIO HARE SCRAMBLE
AMA/Wiseco/Yamaha/Yokohama GNCC/JTM Promotions. Chauncey. Info 614/653-7395 or 797-2413.
SOUTH CAROLINA MOTOCROSS
Low Country MX, Hardeeville. Info 803/757-4226 or 625-4300.

## November 11

ALABAMA HARE SCRAMBLE
Southern H.S.Series. Birmingham T & T, Birmingham. Info 601/393-9639.
ALABAMA MOTOCROSS
• Warrior MX/TT Track, Warrior. Info 205/841-7224 or 669-4572.
CALIFORNIA MOTOCROSS
• DRC. DeAnza Cycle Park, Moreno Valley. Info 714/242-5840.
CALIFORNIA MOTOCROSS
• CRC. L.A. County Raceway, Palmdale. Info 805/272-8889.
CALIFORNIA MOTOCROSS
AMA. Altamont Raceway, Tracy. Info 415/447-4610.
CALIFORNIA MOTOCROSS
• CMC/Great Northern Promotions. Prairie City SVRA, Sacramento. Info 916/489-3839.
CALIFORNIA ENDURO
D-36 Enduro C'ship Series. WFO. Grizzly Flat Middlecreek, Stoneyford. Info 415/672-9715.
CALIFORNIA TRIALS
AMA/ATA Observed Trials C'ship Series/VOTE. Johnson Vally OHV area, Lucerne Valley. Info 213/259-6631.
CALIFORNIA TRIALS
PITS Series. Geritol Trial. Frank Raines Park. Info 209/293-4768.
CALIFORNIA MOTOCROSS
• CMC. Sunrise Cycle Park, Adelanto. Info 714/261-6116.
COLORADO TRIALS
RMTA C'ship Series. Tezaks. Info 303/841-2014.
FLORIDA MOTOCROSS
• AMA/WorldSports Gold Cup Series Florida C'ships. Sebring. Info 813/822-8929.
GEORGIA MOTOCROSS
Rough Riders MX Park, Rome. Info 404/234-7561 or 295-1901.
GEORGIA MOTOCROSS
Dixie Motorcycle Sports. Hillbilly Hills MX, Roberta. Info 912/788-0413 or 404/929-8392.
INDIANA MOTOCROSS
Haspin Acres, Laurel. Info 513/772-2803 or 661-8954.
MASSACHUSETTS MOTOCROSS
NESC C'ship Series. Middleboro. Info 413/772-0685.
MASSACHUSETTS HARE SCRAMBLES
NETRA C'ship Series. King Philip, Wrentham. Info 203/875-5757.
MISSISSIPPI MOTOCROSS
Central MS MX Assn. Pearl. Info 601/939-2017 or 939-5077.
NEVADA MOTOCROSS
Las Vegas Int'l Raceway, Las Vegas. Info 702/365-1080.
NEVADA EURO SCRAMBLES
MRAN/Gamblers MC. Nelson, Las Vegas. Info 702/871-8326.
NEW JERSEY ENDURO
ECEA C'ship Series/Motorcycle Competition, Inc. Stumpjumper Enduro. Warren Grove. Info 201/477-7058.
NEW JERSEY MOTOCROSS
AMA/D-7. Raceway Park, Englishtown. Info 201/446-6331.
NORTH CAROLINA MOTOCROSS
NAME Series. Montrose MX Park, Raeford. Info 919/875-3805.
OHIO MOTOCROSS
• AMA/D-11. Dirt Country MX Park, Blanchester. Info 513/625-9987 or 791-8970.


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November 18 New York State C'ship
November 25
December 9
December 16
December 30
January 6
January 13
February 10
February 17
March 17

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*Round 5*
Sun. Nov. 18 MX Glen Helen
Sun. Nov. 25 MX LA County Raceway
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SRA GP California Schedule
November 18 Carlsbad
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GFI/PERRIS RACEWAY 1990 SCHEDULE

| | | |
|---|---|---|
| Sat., Nov. 3 | White Bros Vet Nationals | Perris Raceway |
| Sun., Nov. 4 | White Bros Vet Nationals | Perris Raceway |
| Sat., Nov. 10 | GFI Super Sat. Morn. MX | Perris Raceway |
| Wed., Nov. 14 | Fire Police Practice | Perris Raceway |
| Thu., Nov. 15 | Fire Police GP | Perris Raceway |

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# CALENDAR

OHIO HARE SCRAMBLE
CRA. Team HS. Amherst Meadowlarks MC, Amherst. Info 216/988-9100.
OHIO CROSS COUNTRY
AMA/Wiseco/YamahaYokohama GNCC Series. Burr Oaks, Millfield. Info 614/653-7395.
OHIO MOTOCROSS
Sunset Ramblers MC, Galion. Info 419/468-7228 or 756-8601.
OKLAHOMA CROSS COUNTRY
OCCRA Series. Tulsa. Info 405/632-3370.
OREGON MOTOCROSS
Kerby Racepark, Grants Pass. Info 503/592-2978.
PENNSYLVANIA MOTOCROSS
AMA/D-6 & 7. Happy Rambler MC, Bonneville. Info 717/633-7708.
PENNSYLVANIA HARE SCRAMBLES
AMA/D-6. Flying Dutchmen MC, Schulkill Haven. Info 717/345-6340.
PENNSYLVANIA TURKEY RUN
AMA/D-6. York MC, York. Info 717/854-3214.
TENNESSEE MOTOCROSS
• Dallas Ricker Complex, Kingsport. Info 615/239-9988 or 234-0772.
TENNESSEE MOTOCROSS
Smoky Mountain MX, Pigeon Forge. Info 615/453-4622 or 453-8203.
TEXAS SHORT TRACK/TT
• Mike Kidd's Boyd Raceway, Boyd. Info 817/433-5587.
TEXAS HARE SCRAMBLE
South TX HS Series. AMSA. String Prairie. Info 512/892-5026.
WASHINGTON OFF ROAD
NMA off-Road Series. PSER Shelton Valley HS, Shelton. Info 206/943-1559.

## November 16

CALIFORNIA ROUGH SCRAMBLES
AMA/D-36/ARA. Altamont Raceway, Tracy. Info 415/447-4610.
DELAWARE SHORT TRACK/SUPERCROSS
• Seaford Speedway, Seaford. Info 302/629-6535 or 335-4386.
TEXAS MOTOCROSS
• Mosier Valley MX Park, Euless. Info 817/540-0815.

## November 16-18

FLORIDA DRAGS
• Dragbike! USA Nat'l C'ship Series. 14th Annual Nat'l Finals. Gainesville Raceway, Gainesville. Info 315/735-1661.

## November 17

CALIFORNIA SHORT TRACK
• R & D Enterprises. Monterey County Fairgrounds, Monterey. Info 408/449-7367.
CALIFORNIA MOTOCROSS
• Racing Ent. Carlsbad Raceway, Carlsbad. Info 619/484-1441.
CALIFORNIA MX/AX/SX
Ventura Fairgrounds Raceway, Ventura. Info 805/656-1122.
CALIFORNIA ROUGH SCRAMBLES
AMA/D-36. Lodi Cycle Bowl, Lodi. Info 209/369-5195.
FLORIDA MOTOCROSS
• Orange County Raceway, Orlando. Info 407/568-2271.
FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info 813/986-4950.
GEORGIA SUPERCROSS
Wings & Wheels Promotions. Bremen SX, Bremen. Info 404/941-9864.
GEORGIA SUPERCROSS
• Southern SX, Tunnel Hill. Info 404/397-2937.
GEORGIA SUPERCROSS
• Riverside SX, Calhoun. Info 404/928-3053 or 629-4450.
IOWA SHORT TRACK
• Jim White Promotions. Iowa State Fair Pavilion, Des Moines. Info 515/289-2140 or 265-6439.
MEXICO GRAND PRIX
Grans Prix de Baja Series. San Felipe GP, San Felipe, Baja. Info 818/340-5750.
MISSOURI MOTOCROSS
Sprout Patch Competition Inc. The Sprout Patch, Billings. Info 417/744-2593.
NORTH CAROLINA MOTOCROSS
East Bend Speedway, East Bend. Info 919/699-3629.
TEXAS SUPERCROSS
Skeeter Motorsports Complex, Algoa. Info 409/925-4232.

## November 17-18

CALIFORNIA ROAD RACE
ARRA C'ship Road Race Series. Willow Springs Int'l Raceway, Willow Springs. Info 805/966-5700.
FLORIDA MOTOCROSS
AMA. Ocala MX Park, Ocala. Info 904/732-6697.

## November 18

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-5389 or 477-6848.
ALABAMA MOTOCROSS
Warrior MX, Warrior. Info 205/841-7224 or 669-4572.
ALABAMA HARE SCRAMBLES
SETRA C'ship Series. BT & T Hare Scrambles. Montgomery. Info 205/250-5877 or 991-8668.
CALIFORNIA MOTOCROSS
• CMC. Manufacturers Series #3. Barona Oaks, Ramona. Info 714/261-6116.
CALIFORNIA MOTOCROSS
• CMC. Marysville E Street Track, Marysville. Info 916/695-2727.
CALIFORNIA TRIALS
PITS Series. Turkey Trial, Auburn. Info 209/293-4768.
CALIFORNIA MX/OFF-ROAD
• CRC MX/Miller Off-Road. Glen Helen OHV Park, San Bernardino. Info 805/272-8889.
CALIFORNIA MOTOCROSS
• DRC Stadiumcross. DeAnza Cycle Park, Moreno Valley. Info 714/242-5840.
CALIFORNIA MARATHON
AMA/D-36/ARA/Red Neck Roosters. Altamont Raceway, Tracy. Info 415/447-4610.
CALIFORNIA MOTOCROSS
SRA Series. Carlsbad Raceway, Carlsbad. Info 714/957-2985.
CALIFORNIA DESERT RACE
AMA/D-38/Fudpucker Racing Team. Bun Boy Racing Notorious Dawg 3-Hr. Team Race. Ocotillo Wells. Info 619/427-5759.
CALIFORNIA HARE SCRAMBLES
AMA/D-36/Dirt Diggers North MC. 19th Annual Lilliputian Scrambles. Prairie City SVRA, Sacramento County. Info 916/962-3760.
CONNECTICUT ENDURO
NETRA C'ship Series. Salmon River Enduro, Chester. Info 203/875-5757.
DELAWARE MOTOCROSS
AMA/DE Motorsport, Inc. Seaford Speedway, Seaford. Info 302/335-4386 or 629-6535.
FLORIDA SAND DRAGS
• Orange County Raceway, Orlando. Info 407/568-2271.
KANSAS HARE SCRAMBLES
KORR C'ship Series. Wichita. Info 316/945-8221.
NEW YORK MUD/SNOW SCRAMBLES
AMA/Square Deal Riders MC. SDR Raceway, Harpursville. Info 607/722-6195.
NORTH CAROLINA MOTOCROSS
Silver Creek MX, Morganton. Info 704/584-2808.
NORTH CAROLINA MOTOCROSS
Wilkes County MX Park, Lenoir. Info 704/758-4342.
NORTH CAROLINA MOTOCROSS
NAME Series. East Coast MX Park, New Bern. Info 919/633-6194.
OHIO HARE SCRAMBLE
Race 'em Chase 'em Promotions. Mathias Raceway, New Philadelphia. Info 216/833-8640.
OHIO HARE SCRAMBLE
CRA. Mansfield MC, Mansfield. Info 419/524-1347.
OKLAHOMA MOTOCROSS
• Interstate MX Park, Oklahoma City. Info 405/732-2667 or 737-0752.
OKLAHOMA CROSS COUNTRY
OCCRA Series. Draper Lake C.C., Draper Lake. Info 405/632-3370.
PENNSYLVANIA SUPERCROSS
AMA/D-6. Thanksgiving SX Classic. Trail-Way Speedway, Hanover. Info 717/359-4310.
TENNESSEE MOTOCROSS
Toys for Tots Benefit. Muddy Creek Raceway, Blountville. Info 615/323-5497.
TEXAS ENDURO
Texas State C'ship Enduro Series. Boondocker Enduro. Lubbock. Info 806/799-0341.
TEXAS HARE SCRAMBLES
South Texas H.S. Series/TRH. Trinity. Info 713/351-7339.
WASHINGTON HARE SCRAMBLES
NMA Off-Road Series. Mt. Baker Dirty Dog H.S. Bellingham. Info 206/943-1559.

## November 19-24

FLORIDA MOTOCROSS
• AMA/WorldSports 19th Annual Winter National Olympics. Gatorback Cycle Park, Gainesville. Info 813/822-8929.

## November 23

CALIFORNIA ROUGH SCRAMBLES
AMA/D-36/ARA. Altamont Raceway, Tracy. Info 415/447-4610.
DELAWARE SHORT TRACK/SUPERCROSS
• Seaford Speedway, Seaford. Info 302/629-6535 or 335-4386.

## November 23-24

CALIFORNIA DUAL SPORT
AMA Nat'l Trail Ride Series/D-37. Los Angeles-Barstow-Las Vegas. Fri., Tujunga, Sat., Barstow. Info 818/249-2141 or 353-5409.

## November 24

CALIFORNIA MARATHON
AMA/D-36/ARA/Red Neck Roosters. Altamont Raceway, Tracy. Info 415/447-4610.
CALIFORNIA ROUGH SCRAMBLES
AMA/D-36. Lodi Cycle Bowl, Lodi. Info 209/369-5195.
CALIFORNIA MOTOCROSS
• Racing Ent. Carlsbad Raceway, Carlsbad. Info 619/484-1441.
CALIFORNIA POKER RUN
AMA/D-36/North Bay MC Sawmill Family P.R. Middle Creek Campground, Medocino Nat'l Forest, Upperlake. Info 707/526-7699 or 578-0810.
COLORADO TRIALS
RMTA Series. Tarter Ranch. Info 303/841-2014.
FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info 813/986-4950.
FLORIDA MOTOCROSS/SHORT TRACK
• Orange County Raceway, Orlando. Info 407/568-2271.
GEORGIA SUPERCROSS
Wings & Wheels. Bremen MX, Bremen. Info 404/941-9864.
GEORGIA SUPERCROSS
• Southern Supercross, Tunnel Hill. Info 404/397-2937.
GEORGIA SUPERCROSS
• Riverside SX, Calhoun. Info 404/928-3053 or 629-4450.
IOWA SHORT TRACK
• Jim White Promotions. Iowa State Fair Pavilion, Des Moines. Info 515/289-2140 or 265-6439.
NORTH CAROLINA MOTOCROSS
East Bend Speedway, East Bend. Info 919/699-3629.

## November 24-25

CALIFORNIA DRAGS
J & P Promotions All Harley Drags. L.A. County Raceway, Palmdale. Info 319/462-4605.
NEVADA MOTOCROSS
NV State C'ship. Las Vegas Int'l Raceway, Las Vegas. Info 702/365-1080.
UTAH MOTOCROSS
USRA Series/Sugarloafers. Delta. Info 801/561-8844 or 756-9723.

## November 25

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-5389 or 477-6848.
ALABAMA MOTOCROSS
• Warrior MX/TT Track, Warrior. Info 205/841-7224 or 669-4572.
CALIFORNIA MOTOCROSS
• DRC. DeAnza Cycle Park, Moreno Valley. Info 714/242-5840.
CALIFORNIA MOTOCROSS
• CMC. Manufacturers Series #4. Glen Helen OHV Park, San Bernardino. Info 714/880-1733.
CALIFORNIA MOTOCROSS
• CRC. L.A. County Raceway, Palmdale. Info 805/272-8889.
CALIFORNIA MOTOCROSS
GFI/Passmore MX Promotions. Huron Cycle Park, Huron. Info 209/875-9134.
CALIFORNIA MOTOCROSS
• D-36/CMC/Pacific Race Productions. Altamont Raceway, Tracy. Info 415/447-4610.
DELAWARE MOTOCROSS
• AMA/First State Racing. Delaware State Fairgrounds, Harrington. Info 302/678-2440.
GEORGIA MOTOCROSS
Rough Riders MX, Rome. Info 404/234-7561 or 295-1901.
MASSACHUSETTS TURKEY RUN
NETRA C'ship Series. Chilly Chili, Plympton. Info 203/875-5757.
MISSISSIPPI MOTOCROSS
Central MS MX Assn. Pearl. Info 601/939-2017 or 939-5077.
NEW YORK MUD/SMOW SCRAMBLES
AMA/Square Deal Riders MC. SDR Raceway, Harpursville. Info 607/722-6195.
OHIO HARE SCRAMBLE
CRA. Amherst Meadowlarks MC, Amherst. Info 216/988-9100.
OHIO HARE SCRAMBLE
Race 'em Chase 'em Promotions. Mathias Raceway, New Philadelphia. Info 216/833-8640.
SOUTH CAROLINA MOTOCROSS
Low Country MX, Hardeeville. Info 803/757-4226 or 625-4300.
TENNESSEE MOTOCROSS
AMA/TN C'ship Series. Race for Santa. Boyd's Creek, Sevierville. Info 615/453-8947 or 453-3995.

## November 30

CALIFORNIA SPEEDWAY/SWAP MEET
Int'l Speedway Fall Classic/Inter-Shows Motosport Promotions. Orange County Fairgrounds, Costa Mesa. Info 714/492-9933 or 364-0515.
DELAWARE SHORT TRACK/SUPERCROSS
• Seaford Speedway, Seaford. Info 302/335-4386 or 629-6535.

## December 1

CALIFORNIA ROUGH SCRAMBLES
AMA/D-36. Lodi Cycle Bowl, Lodi. Info 209/369-5195.
CALIFORNIA SUPERCROSS
• AMA/D-36/CMC. Altamont Raceway, Tracy. Info 415/447-4610.
CALIFORNIA MOTOCROSS
• Racing Ent. Carlsbad Raceway, Carlsbad. Info 619/484-1441.

FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info 813/986-4950.
FLORIDA MOTOCROSS
• Orange County Raceway, Orlando. Info 407/568-2271.
GEORGIA SUPERCROSS
• Riverside Supercross, Calhoun. Info 404/928-3053 or 629-4450.
IOWA SHORT TRACK
• Jim White Promotions. Iowa State Fair Pavilion, Des Moines. Info 515/289-2140 or 265-6439.
MISSOURI MOTOCROSS
Sprout Patch Competition, Inc. The Sprout Patch, Billings. Info 417/744-2593.
TEXAS SUPERCROSS
Skeeter Motorsports Complex, Algoa. Info 409/925-4232.

## December 1-2

CALIFORNIA MINI ROAD RACE
NMA/RMD Productions. Amago Raceway, Lake Henshaw. Info 213/864-5214 or 868-8112.
TEXAS ENDURO
TX State C'ship Series/High Plains Enduro Circuit/Lubbock Trailriders. Lubbock. Info 817/540-0094.

## December 2

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848.
CALIFORNIA MOTOCROSS
• DRC. DeAnza Cycle Park, Moreno Valley. Info 714/242-5840.
CALIFORNIA MOTOCROSS
• CMC. Sunrise Cycle Park, Adelanto. Info 714/261-6116.
CALIFORNIA MOTOCROSS
• CMC. Argyll Park, Dixon. Info 916/678-3592.
CALIFORNIA DESERT RACE
AMA/D-38/Fudpucker Racing Team. Premier Cabinets Rudolph's Revenge. El Centro. Info 619/427-5759.
CALIFORNIA GRAND PRIX
Doublecross GP. Glen Helen OHV Park, San Bernardino. Info 714/880-1733.
CALIFORNIA MOTOCROSS
• CRC. Perris Raceway, Perris. Info 805/272-8889.
FLORIDA MOTOCROSS
• Orange County Raceway, Orlando. Info 407/5668-2271.
GEORGIA MOTOCROSS
Rough Riders MX, Rome. Info 404/234-7561 or 295-1901.
GEORGIA MOTOCROSS
WFO MX Club, Whitesburg. Info 404/942-5930.
INDIANA HARE SCRAMBLES
Northern IN HS Series. Plymouth. Info 219/831-2345.
KANSAS HARE SCRAMBLES
KORR C'ship 2-Man H.S. Wichita. Info 316/945-8221.
KENTUCKY HARE SCRAMBLES
AMA. Pendleton Co. MC Rec. Park, Gardnersville. Info 606/472-3442.
KENTUCKY HARE SCRAMBLES
Mid-South C'ship Series. Fordsville. Info 615/331-1475.
OHIO HARE SCRAMBLE
Mathias Raceway, New Philadelphia. Info 216/833-8640.
OHIO HARE SCRAMBLE
CRA. Western Reserve MC, Salem. Info 216/337-8077.
OKLAHOMA MOTOCROSS
• Interstate MX Park, Oklahoma City. Info 405/732-2667 or 737-0752.
OREGON MOTOCROSS
Kerby Racepark, Grants Pass. Info 503/592-2978.
TEXAS MOTOCROSS
Mosier Valley MX Park, Euless. Info 817/540-0815.
TEXAS HARE SCRAMBLE
AMA/DBSA. South Texas H.S. Series. Hidden Valley. Info 512/438-7594.

## December 8

CALIFORNIA MOTOCROSS/SHORT TRACK
• Racing Ent./Dirt Sports Promotions. Carlsbad Raceway, Carlsbad. Info 619/484-1441 or 489-5823.
CALIFORNIA MOTOCROSS
• D-36/CMC/Pacific Race Productions. Altamont Raceway, Tracy. Info 415/447-461-.
FLORIDA SHORT TRACK/MOTOCROSS
• Orange County Raceway, Orlando. Info 407/568-2271.
FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info 813/986-4950.
GEORGIA SUPERCROSS
• Riverside SX, Calhoun. Info 404/928-3053 or 629-4450.
IOWA SHORT TRACK
• Jim White Promotions. Iowa State Fair Pavilion, Des Moines. Info 515/289-2140 or 265-6439.

## December 9

ALABAMA MOTOCROSS
• Warrior MX/TT Track, Warrior. Info 205/841-7224 or 669-4572.
ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848.
CALIFORNIA MOTOCROSS
• CMC. Glen Helen OHV park, San Bernardino. Info 714/261-6116.
CALIFORNIA MOTOCROSS
GFI/Passmore MX Promotions. Huron Cycle Park, Huron. Info 209/875-9134.
CALIFORNIA HARE SCRAMBLES
D-36/2 & 2 Racing Team. Cowpuncher H.S. Hollister Hills SVRA, Hollister. Info 415/846-1587.
CALIFORNIA MOTOCROSS
• CMC/Great Northern Promotions. Prairie City SVRA, Sacramento. Info 916/489-3839.
CALIFORNIA MOTOCROSS
• DRC. DeAnza Cycle Park, Moreno Valley. Info 714/242-5840.
CALIFORNIA GRAND PRIX
• CRC. L.A. County Raceway, Palmdale. Info 805/272-8889.
CALIFORNIA TRIALS
PITS. St. Dabnik's Trial. Frank Raines. Info 209/293-4768.
FLORIDA ROAD RACE
AMA/CCS. Moroso Motorsports Park, West Palm Beach. Info 407/793-3394 or 622-1400.
FLORIDA MOTOCROSS
AMA Southeastern Regional C'ship. MX of Marion County, Reddick. Info 904/591-2050 or 591-2377.
GEORGIA MOTOCROSS
Rough Riders MX Park, Rome. Info 404/234-7561 or 295-1901.
GEORGIA HARE SCRAMBLES
SETRA C'ship Series. Ft. Gaines H.S. Ft. Gaines. Info 404/941-8464.
MISSISSIPPI MOTOCROSS
Central MS MX Assn. Pearl. Info 601/939-2017 or 939-5077.
NEVADA MOTOCROSS
Las Vegas Int'l Raceway, Las Vegas. Info 702/365-1080.
NEW YORK MUD/SNOW SCRAMBLES
AMA/Square Deal Riders MC. SDR Raceway, Harpursville. Info 607/722-6195.
NORTH CAROLINA MOTOCROSS
Wilkes County MX Park, Lenoir. Info 704/758-4342.
OHIO HARE SCRAMBLE
CRA. Amherst Meadowlarks, Amherst. Info 216/988-9100.
OHIO HARE SCRAMBLE
Race 'em Chase 'em Promotions. Mathias Raceway, New Philadelphia. Info 216/833-8640.
OHIO HARE SCRAMBLES
Sunset Ramblers MC, Galion. Info 419/468-7228 or 756-8601.
TEXAS SHORT TRACK/TT
• Mike Kidd's Boyd Raceway, Boyd. Info 817/433-5587.

## December 14

CALIFORNIA ROUGH SCRAMBLES
AMA/D-36/ARA. Altamont Raceway, Tracy. Info 415/447-4610.

## December 15

CALIFORNIA MOTOCROSS
GFI/Passmore MX Promotions. Huron Cycle Park, Huron. Info 209/875-9134.
CALIFORNIA MOTOCROSS
• Racing Ent. Carlsbad Raceway, Carlsbad. Info 619/484-1441.
FLORIDA MOTOCROSS/SAND DRAGS
• Orange County Raceway, Orlando. Info 407/568-2271.
FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info 813/986-4950.
GEORGIA SUPERCROSS
• Riverside SX, Calhoun. Info 404/928-3053 or 629-4450.
IDAHO SHORT TRACK
• Lewis-Clark Motor Sports. Lewiston Roundup Grounds, Lewiston. Info 208/743-0736.
IOWA SHORT TRACK
• Jim White Promotions. Iowa State Fair Pavilion, Des Moines. Info 515/289-2140 or 265-6439.
TEXAS SUPERCROSS
Skeeter Motorsports Complex, Algoa. Info 409/925-4232.

## December 15-16

CALIFORNIA ROAD RACE
ARRA C'ship Series. Willow Springs Int'l Raceway, Willow Springs. Info 805/966-5700.

## December 16

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848.
ALABAMA HARE SCRAMBLES
Mid-South C'ship Series. Cullman. Info 615/331-1475.
CALIFORNIA MARATHON
AMA/D-36/ARA/Red Neck Roosters. Altamont Raceway, Tracy. Info 415/447-4610.
CALIFORNIA MOTOCROSS
• CRC. Glen Helen OHV Park, San Bernardino. Info 714/880-1733.
CALIFORNIA STADIDUMCROSS
• DRC. DeAnza Cycle Park, Moreno Valley. Info 714/242-5840.
CALIFORNIA MOTOCROSS
• CMC. Marysville E Street Track, Marysville. Info 916/695-2727.
GEORGIA MOTOCROSS
Rough Riders MX, Rome. Info 404/234-7561 or 295-1901.
NEW YORK MUD/SNOW SCRAMBLES
AMA/Square Deal Riders MC. SDR Raceway, Harpursville. Info 607/722-6195.
OHIO HARE SCRAMBLE
Race 'em Chase 'em Promotions. Mathias Raceway, New Philadelphia. Info 216/833-8640.
OHIO HARE SCRAMBLE
CRA. Mansfield MC, Mansfield. Info 419/524-1347.
OKLAHOMA MOTOCROSS
• Interstate MX Park, Oklahoma City. Info 405/732-2667 or 737-0752.
PENNSYLVANIA SUPERCROSS
Trail-Way Speedway Christmas SX. Hanover. Info 717/359-4310.
TEXAS HARE SCRAMBLE
AMA/South Texas H.S. Series/TRH. Lake Houston. Info 713/351-7339.
TEXAS ENDURO
Texas State C'ship Series/High Plains Enduro Circuit/Top 'O Texas Dirt Riders. Caprock Enduro. Pampa. Info 806/354-8447 or 817/540-0094.

# FREE CALENDAR LISTING

Calendar listings are a free service. Type or legibly print all the information asked for below and mail to Cycle News Calendar, P.O. Box 498, Long Beach, CA 90801-0498. Calendar listings cannot be accepted over the phone; we must have a complete Calendar listing form.

Event date: _____

Type of event: _____

Event sanction/promoter/sponsoring club: _____

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Location of event: _____

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City/Town: _____ State: _____

Phone number (with area code) ( ) _____

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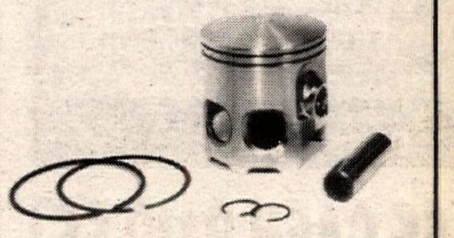
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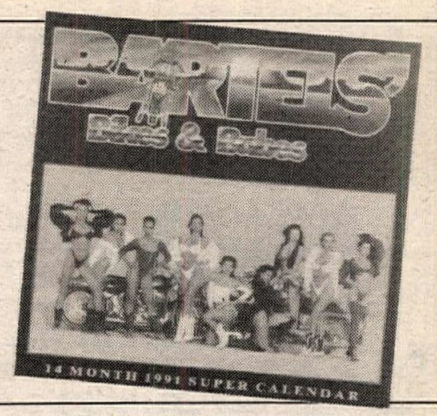



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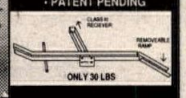


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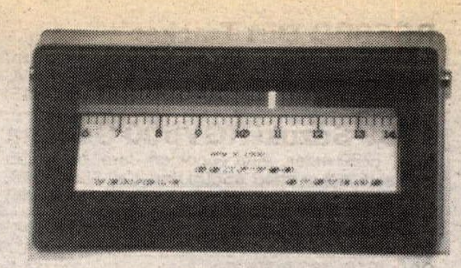

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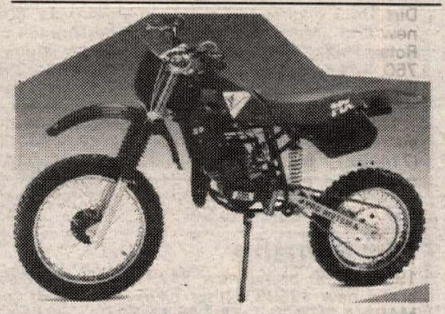

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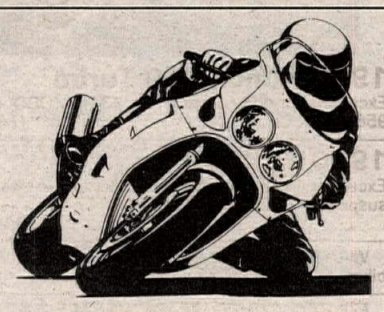

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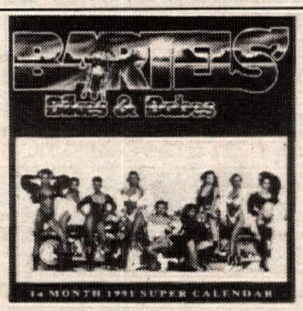


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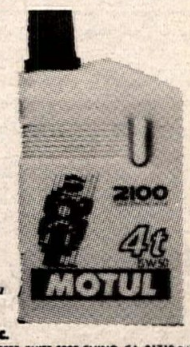


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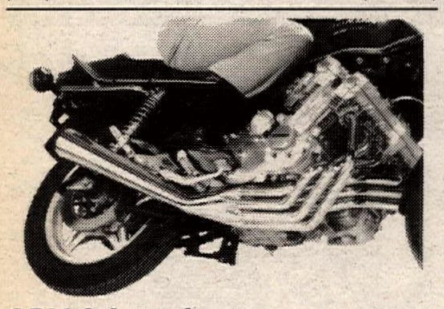

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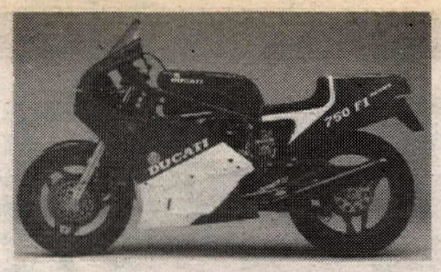

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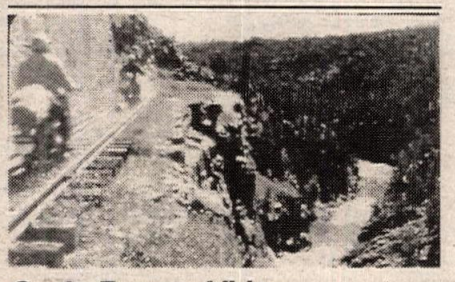

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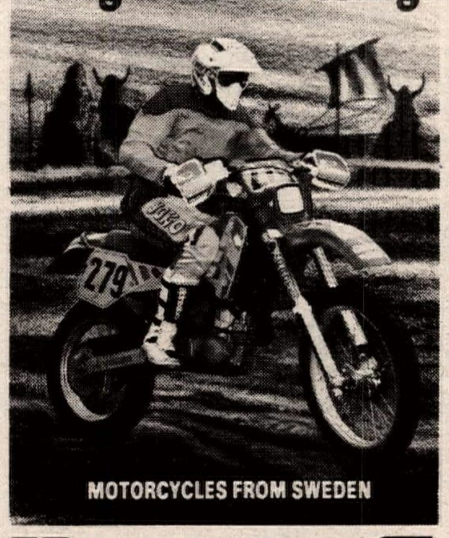

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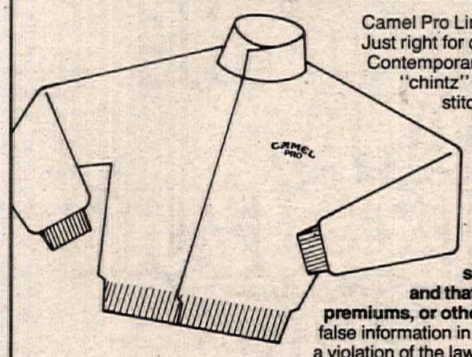

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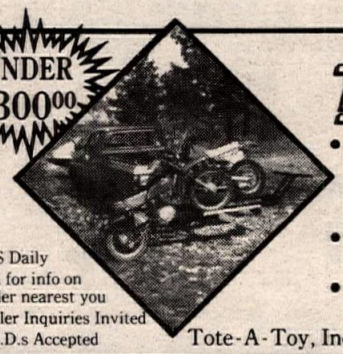

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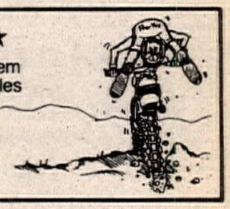

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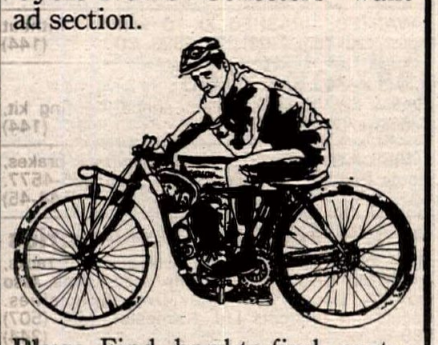

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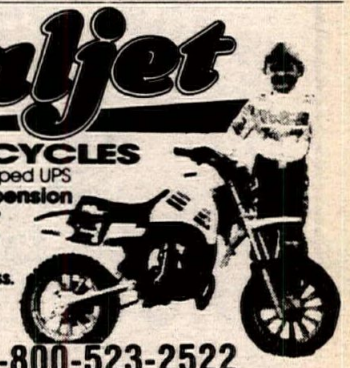

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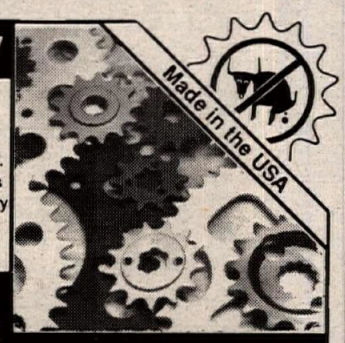


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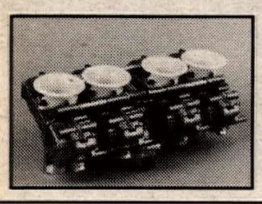

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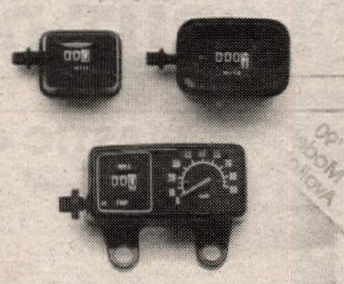

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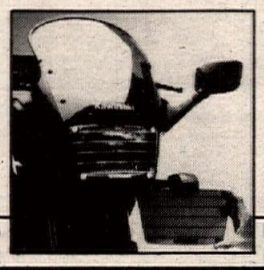

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60 minutes.

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RJ returns from injuries to score first outdoor win of the season, but not without a fierce battle with Stanton. Kiedrowski repeats '89 victory in 125 action.

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Team Kawasaki's Jeff Ward and Suzuki's Guy Cooper put on a thrilling show for the 14,102 fans attending the 22nd Annual Hangtown Motocross Classic at northern California's Prairie City OHV Park as they battle their way to the overall victories in the 250 and 125 Nationals.

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Jeff Ward earns the victory over Bradshaw and Stanton at the high-speed Lake Sugar Tree MX Park; Bayle battles with Cooper for the 125 class win.

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Yamaha's Damon Bradshaw settled the score with Jeff Ward when he won the second moto to claim the 250cc National victory at High Point Raceway. Bayle takes 125cc win with come-from-behind rides in both motos.

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Parker takes the clear win over an unbelievable race in the pack for second between 8 riders. By Despain Associates.

**(#202) 1990 Springfield (Spring) Mile**
Scotty Parker breaks away from a 7-rider battle to score an impressive win. Slow-motion replay of rookie Andie Huff's amazing end-over-end crash. Morehead taps Keith Day at 130 mph, and tangles with Ingram in the last-lap battle for the runner-up spot. By Despain Associates.

**(#203) 1990 Louisville Half-Mile**
Chris Carr shatters the record for 20 laps on the rugged limestone oval. Slow-motion footage of crashes by Atherton and Ingram, and inside the pits as the Camel Pro riders prepare for combat. By Despain Associates.

**(#204) 1990 DuQuoin Mile**
Spectacular footage of DuQuoin qualifying heats, semis, and LCQ up through the rained-out 2-lap final includes great racing action including Doug Davis' bone jarring crash. Special bonus coverage of the Hagerstown Half-Mile. From Despain Video.

**(#205) 1990 Peoria TT**
Chris Carr wins Peoria so much, some say he "owns" this classic event - now you can own the video. Spectacular coverage of the action, including slo-mo replays of the semi-finals and main event crashes. From Despain Video.

**(#206) 1990 Springfield Fall Mile**
Scotty Parker wins, takes over points lead as Carr suffers an oil leak and black flag after leading much of the race. Ronnie Jones & Jay Springsteen make it to the winners circle. From Despain Video.

**(#78) The American Express**
A review of the 1988 FIM World Road Racing 500cc Championships — All 15 races from Japan to Brazil in 60 minutes. Eddie Lawson wins Number One, but Wayne Gardner, Kevin Schwantz and Magee, Wayne Rainey and Randy Mamola made it hard to do. From Motovideo.

**(#79) Australian RR GP 1989**
Gardner homes in, Freddie Spencer returns, and all the fastest guys on the fastest bikes in the sport. 60 minutes. From Motovideo.

**(#80) Japanese RR Grand Prix 1989**
60 minutes. All the action. Cheaper than tickets and no ships. From Motovideo.

**(#81) United States Grand Prix 1989**
From Laguna Seca. Glory for Wayne, near tragedy, plus the fantastic sidecars in action. From Motovideo.

**(#9) U.S. Grand Prix 1988**
Real Grand Prix road racing for the World Championship revives in America as Steady Eddie Lawson and Fast Jimmy Filice beat the best at Laguna Seca. See all the action! "Better than being there!" This is not the NBC version - 6 cameras, more racing action! 60 minutes. By Motovideo.

**(#20) Golden Mountain**
1961 Isle of Man TT race features Mike Hailwood on the 250 Honda and the Manx Norton, and again in the 1963 Senior 500cc TT. Shows how the sport progressed in just two years. 52 minutes by Halmar.

**(#80A) 1990 Japanese RR Grand Prix**
Rainey shows 'em his back in Japan; Schwantz recovers to finish third after crashing behind Gardner. Lawson starts season with crash. By Motovideo.

**(#81A) 1990 USGP Laguna Seca**
Rainey races clear of crash-fest at Laguna. Tremendous battle with Schwantz until turn 11 seals his fate. Excellent 250cc class action with Kocinski, Roth & Zeelenburg. By Motovideo.

**(#82A) 1990 Spanish RR Grand Prix**
Gardner ends drought with win at Jerez in front of 170,000 people. Kocinski wins "best race I ever had" by a whisker over Cadalora. By Motovideo.

**(#83A) 1990 Italian RR Grand Prix**
Team Yamaha Marlboro Roberts dominates the day as Americans Rainey and Kocinski win at Misano. By Motovideo.

**(#84A) 1990 West German RR Grand Prix**
Texan Schwantz walks away from field in first '90 GP win at Nurburgring Circuit. By Motovideo.

**(#85A) 1990 Austrian RR Grand Prix**
Tight action as Schwantz wins at Salzburgring by ½ second over Rainey, and Cadalora leads 5 riders across line within same second. By Motovideo.

**(#86A) 1990 Yugoslavian RR Grand Prix**
Rainey wins in less than ideal conditions as Schwantz & Mackenzie slice through the pack. Seven-rider duel in 250cc class is marred by tragedy as Reinhold Roth is injured in a major pile-up. By Motovideo.

**(#87A) 1990 Dutch RR Grand Prix**
Schwantz tames Rainey for the Texan's 3rd GP win of the season at the 60th Annual Dutch TT at Assen. Lawson & Gardner return to action. Thrilling 250cc action between Kocinski, Cardus, and Cadalora. By Motovideo.

**(#88A) 1990 Belgian RR Grand Prix**
The Marlboro Roberts Yamaha dream team dominates as Rainey and Kocinski win their classes at the rain-soaked Spa-Francorchamps circuit. Mamola crashes after working up to third. By Motovideo.

**(#89A) 1990 French RR Grand Prix**
Schwantz turns up the heat with a spectacular win at LeMans, as Cardner turns in a gritty performance over Rainey for the runner-up spot. Points race in 250cc tightens as Kocinski crashes, Cardus wins over Cadalora. By Motovideo.

**(#90A) 1990 British RR Grand Prix**
Kevin Schwantz defeats Rainey for the Texan's 5th 500cc GP win of the season; Kocinski crashes at the Donington Park circuit, handing the 250cc points lead to Carlos Cardus. From Motovideo.

**(#91A) 1990 Swedish RR Grand Prix**
Wayne Rainey defeats Lawson & Gardner as Schwantz crashes out at the Anderstorp circuit; Carlos Cardus narrowly defeats John Kocinski after a frantic race. From Motovideo.

**(#92A) 1990 Czechoslovakian RR Grand Prix**
Wayne Rainey captures the win and his first 500cc World Championship in style at the Brno, Czechoslovakia circuit. Cardus and Kocinski take the 250cc honors for the day after a heated battle on the track. From Motovideo.

**(#93A) 1990 Hungarian RR Grand Prix**
Australian Michael Doohan wins his 1st ever 500cc Grand Prix at the Budapest Hungaroring circuit over Lawson & Schwantz, as John Kocinski proves victorious to stay in the 250cc points chase. From Motovideo.

**(#94) Isle of Man 1989**
A new King of the Island. Steve Hislop pushes the out-right record to over 121 average speed, six times around the famous 37.7 mile course. See it yourself from all the best locations and the air! 60 minutes. From Motovideo.

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**(#14A) 1990 North American Speedway Final**
See which four riders qualify to go on to the World Individual Speedway Championships. By Raz Video.

**(#102) Speedway Ice World Championships 1990**
The Budweiser Indoor Speedway Ice Racing Championship in Tucson, AZ in January, this is a good look at the fun, fast, studded tire sport. From RAZ Video.

**(#104) Sturgis '89**
The 49th annual Black Hills Classic including dirt track, hillclimbs, drag racing and, of course, bikes & bikers, including Willie G. Davidson and a classic Malcolm Forbes. 57 minutes from Progressive Design.

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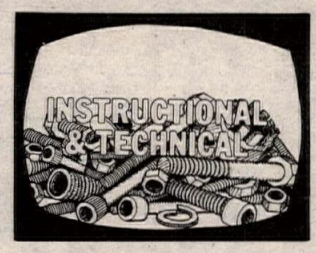


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**(#108) A Twist of the Wrist**
The definitive road riding & racing instructional video by Keith Code of the California Superbike School. This video translates the book into 14 sections to make you visualize with crystal-clera understanding the art of pavement technique. 107 minutes from Motovideo.

**(#111) "The Matazattack Video - I'm No Chicken!"**
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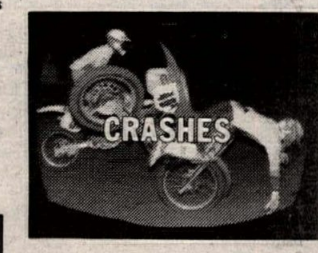


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Daniel Estrada Suz
Colin Eberly Hon
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Tom Vasin Kaw
Mike King Hon
Bill Kellogg Hon
Eric Rupe Hon
Rob Brown Suz
250 BEG
Troy Archer Yam
Joe Malich Hon
Lyle Maness Suz
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Bruce Forinash Yam
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Dan McClintock Yam
Mark Huston Kaw
Tom Eberly Hon
80 JR
Bobby Allen Suz
125 JR
Shay Fretwell Suz
Ty Kady Kaw
Mark Blakley Hon
Milano Schaeffer Hon
250 JR
Randy Rush Hon
Michael Napoli Suz
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Chris Verboom Hon
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Fred Willert Suz
VET PRO
Gary Chaplin Kaw

## Motocross
## Bremen, GA
## Oct. 6
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201-OPEN C
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Gary Crowe KTM
Steve Winston Hon
Doug Baumgardner Suz
Lee Winston KTM
0-200 A
Brian Stokes Hon
Johnathan Blain KTM
0-200 C
Brad Simpson Kaw
Jim Albritton Hon
Jay Warren Suz
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Mike Henderson Hon
Gary Crowe KTM
Danny Hopson KTM
John Astleford Suz
Randy Powell Hon
BEG
Richard Jenkins Kaw
David Schnitger Suz
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Tommy Jones Kaw
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SCHBY
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L/W NOV
Jeff Covington
Tommy Hickman
Audrey Menarik
M/W NOV
Jay Hayward
Danny Flett
Collin Edwards
Bo Strickland
H/W NOV
Damon Harvey
Norman Estes
Darin Coley
Bill LeSueur
Chuck Inman
12-24
Greg Abbott
Collin Edwards
Damon Hrvey
Paul Jump
25-29
Doug Carmichael
John Ewing
Jay Deaton
Dennis McBride
Darin Cooley
30+
Michael Carter
Chuck Ergle
Bill LeSueur
Audrey Menarik
Bo Strickland
EX MONEY
Doug Carmichel
Greg Abbott
Jay Deaton
John Ewing
Michael Carter
S/SPRT NOV
Jeff Covington
Tommy Hickman
Danny Flett
Bill LeSueur
Chuck Inman
S/SPRT EX
Greg Abbott
John Ewing
Doug Carmichael
Jay Deaton
Michael Carter
S/BK NOV
Jeff Covington
Norman Estes
Tommy Hickman
Damon Harvey
Chuck Inman
S/BK EX
Doug Carmichael
Greg Abbott
Jay Deaton
Chuck Ergle
Michael Carter
U/L
Doug Carmichael
Greg Abbott
Collin Edwards
Chuck Ergle
Darin Cooley
ROC PROD
Greg Abbott
Jay Deaton
Michael Carter
Chuck Ergle
Doug Carmichael
ROC S/BK
Doug Carmichael
Greg Abbott
Chuck Ergle
Michael Carter
Norman Estes

## Motocross
## Mosier Valley MX
## Euless, TX
## Oct. 12
## By Renee Cordray

250 NOV
Pat Koch Hon
Mark McNeill Yam
Jeff Wickline Suz
OVER 30
Vernon Patterson Yam
Mike Wooley Suz
OPEN NOV
Randy Morrison Hon
Mark Westbrook KTM
60
Bear Spencer Kaw
Brody Veal Kaw
Aaron Gay Yam
Dusty Fountain Kaw
OVER 25
Chuck Carlin Hon
Kirk Hantz Hon
Vernon Patterson Yam
Chris Wielgosz Hon
Scott Fuller Hon
50
Dusty Fountain Yam
Logan Williams Yam
80 BEG
Jason Eckhoff Kaw
Jason Grimes Yam
Mike Gabriel Kaw
William Hitchcock Suz
Ryan Blakely Suz
80 NOV
Chris Daubitz Kaw
JJ. Spencer Kaw
Kris Neubauer Suz
Troy Schleuning Kaw
Chris Cadieux Yam
125 BEG
Chris Mitchell Suz
Craig Trotter Yam
Jeff Johnson Suz
Henry Metzger Yam
Cliff Marlar Yam
125 NOV
Michael Boliver Suz
Jason Herrington Suz
Chris Young Suz
Clay Jones Kaw
Troy Brandt Yam
250 BEG
Glen Walker Suz
Chris Wielgosz Hon
Tim Burns Yam
Mark Trotter Kaw
Bruce Aubuchon Yam
80 OPEN
Chris Daubitz Kaw
Mike Gabriel Kaw
COMB EX
Dennis Hawthorne Kaw
Clay Hoenshell Suz
Jason Langford Yam
Jason Edwards Kaw

## Motocross
## Thrasherland Rcwy
## Phoenix, AZ
## Oct. 14
## By K. & G. Wineland

JR CYC
Michael Sullivan
Brandon Gilman
80 9-11
Michael Sullivan
80 BEG
Tony posey
80 NOV
K.R. Harris
125 BEG
Ernest Meeks
Aaron Hernadez
Bobby DuVall
125 NOV
Donovan Giles
Andy Brown
Scott Moore
VET
Rick Hinchcliff
Rick Hay
VINT
David Boydston
Tocko Meyer
125 INT
Kelly Dearing
Cass Morgan
125 PRO
Brent Wineland
250 BEG
Jeff Brown
Bret Boyd
Curtis Woods
250 NOV
Todd Smith
Greg Crause
250 INT
Alex McElyea
OPEN INT
Danny Dearing
VET PRO
Rick Nagle

## Motocross
## DeAnza Cycle Park
## Sunnymead, CA
## Oct. 14

PRO
Jeff Fine Yam
125 INT
Kevin Shafer Kaw
Ryan Davis Hon
125 NOV
Stephen Petersen Yam
Terry Beal Hon
Troy Morgan Suz
Chris Ladely Suz
Brad Peters Suz
250 NOV
Jeff Eary Hon
Robert Little Hon
Todd Virble Hon
San Juan Ramirez Yam
Edward Baucom Jr. Kaw
MINI BEG
Ceasar Galvez Suz
Kevin Johnston Kaw
Scott Anderson Kaw
Sean Hatch Yam
Tony Epalito Kaw
MINI NOV
David Ferrier Kaw
Danny Way Kaw
250 BEG
Jim Williams Kaw
Tommy Brackens Hon
Mark Reyes Kaw
Alex Zapata Yam
Jim Willman Hon
VET EX
Randy Paulin Hon
Scott Wilson Suz
Malcolm McCassy Yam
VET INT
Todd Vorble
Ray Simmons Suz
VET NOV
Bad Bland Hon
Don Valliver Yam
Wayne Cummins Hon
Tim Williams Kaw
Ted Overholt Hon
OPEN BEG
Jerry French Hon
Chris Aranamaes Suz
Tim Tucker Hon
Robert Madison Hon
125 BEG
Richard Toole Hon
L. Medlin Kaw
Paul Cramer Suz
John Turner Suz
Mark Cracker Hon

## Hare Scrambles
## Sunset Ramblers
## Galion, OH
## Oct. 14
## By Dan Miller

80 JR
Joey Ballinger Kaw
Trent Heller Yam
Jacob Yontz Kaw
Dave Miller Yam
Joey Hall Kaw
80 SR
Tony Ralston Suz
Craig Clements Yam
David Riley Suz
John Kinnamon Kaw
Corey Mays Suz
O/A
Eric Davis Yam
125
Rick Harpster Hon
Tim Hoover Hon
Ron Allen Yam
Chad Dallenberg Kaw
Trent Martin Kaw
200
John Hawkins Kaw
Kellin Buchanan Yam
Steven Pytlarz Kaw
250
Doug Sinclair Hon
Brett Remesik Hon
James Smith Hon
David Johanson Kaw
Dean Webb Yam
OPEN
Matt Kelley Yam
Craig Coon KTM
Dick Sweat Hon
Jeff Lambert ATK
Todd Hartman C-A
SR
Louis Dearman KTM
Gene Morrison Hon
Charles Cotterill Kaw
Ted Persinger Yam
Mike Jones Suz
O/A EXTRA
Paul Burghard Suz
200 EXTRA
Richard Lane Hon
Bobby Eldridge Suz
Patrick Lane Hon
Dean Levingston Hon
Henry Levingston Hon
250 EXTRA
Tim Rutherford Hon
Bruce Cox Hon
Rod Beidelschies Hon
Kevin Wilhelm Hon
Max Williams Hon
OPEN EXTRA
Doug Hoge Suz
Russel Breyley Yam
Corey Orewiler Yam
Rod Jenkins Yam
Jody Ewing Yam

## Motocross
## Doublecross GP
## Over The Hill Gang
## Perris, CA
## Oct. 14
## By Greg Robertson

BEG
Jonathan Rosen KTM
Susan Wilday KTM
James McConnell Kaw
Jim Swindell Hon
Tim McCue Hon
NOV
Dave Breno
Steve Gordon Kaw
Randy Wessels Hon
Don Ryan Yam
Skeets Holland Kaw
INT
Mark Hall Kaw
John Churilla Hon
Rick Bealer Suz
Greg Robertson Yam
Marty Westerman Kaw
EX
Bob Casper Suz
Rick Johnson Hon
Rudy Chavez Hon
Alan Nichols Hon
Dave Simon

## Motocross
## I-40 Moto-X
## Lenoir City, TN
## Oct. 20
## By Jennifer Vinson

50
Justin McElroy Hon
Dereck Blair Hon
Jason Bault Yam
Ricky Irwin Hon
Andy Hackworth Yam
60
Byron Robinette Kaw
Scott Blair Hon
Camden Guyton Kaw
Damian Headrick Kaw
JR MINI
Matt Harrison Kaw
Jon Boruff Suz
Cale Swiger Kaw
Jason Welshan Kaw
Scott Blair Kaw
SR MINI
Chris Bault Suz
Matthew Burt Hon
125 C
Wayne Harrison Yam
Osborn Morgan Yam
Clint Pilgrim Hon
James McGinnis Hon
Jason McCall Kaw
250 B
Mark Thompson Suz
250 C
Jamie Harrison Hon
Joey Hall Hon
Jayson Swaney Hon
Mike Lingerfelter Yam
Danny Byrd Yam
25+
Scott Grubb Hon
Mark Thompson Suz
Jeff Burchfield Suz
Larry Ottinger Kaw
Craig Greer Kaw
30+
Robert Buchman Hon
40+
Steve Margie Suz
210+
Gary Reynolds Kaw
Henry Weir Yam
Mark Moore Hon
David Spoon Hon
OPEN
Jeff Byrd Yam
Greg Leach Kaw
ENDR
Donald Sharpe Yam
Henry Weir Yam
Robin Giles Kaw
Scott Johnson
U/L AM
Jeff Byrd Yam
Clint Pilgrim Kaw
Wayne Harrison Kaw
Jason McCall Kaw
Mike Longerfelter Yam

## Motocross
## Wolfcreek MX Park
## Cleburne, TX
## Oct. 21
## By Kathi Edwards

50
Beau Boynton Yam
Ryan Rhodes
Dusty Fountain Yam
Robert Ballew Yam
Chad Kirkland Yam
60
Brandon Sanders Kaw
Jacob Jones Kaw
Aaron Seldon Kaw
Jimmy Quick Kaw
Justin Bates Kaw
80 BEG
Paul Fellencer Suz
Jeremy Irvin Kaw
Tommy Rapp Hon
Adam Florey Suz
80 JR
Aaron Selden Kaw
Brandon Sanders Hon
80 NOV
Travis Spann Suz
Jason Martin Kaw
Troy Schleuning Kaw
80 OPEN
Billy Gartman Kaw
Chris Daubitz Kaw
125 BEG
Virgil Anderson Kaw
Jason Joblin Kaw
Seth Bartley
Jurby Freeman Kaw
Rich Gellberg Hon
125 NOV
Brian Rister Kaw
Brian McCann Hon
Matt Feil Hon
Stuart Welborn Hon
Brian Colmer Hon
125 INT
Brian Carlson Hon
Jeff Talley Kaw
Lance Sewell Hon
125 OPEN
Brian Carlson Kaw
Brian Rister Kaw
Matt Feil Hon
John Schultz Hon
Jerry Hill Suz
250/OPEN BEG
Glen Walker Suz
Tim Heller
Frank Cunningham Kaw
Butch Toblin Kaw
Sean Cullen Yam
250 NOV
Michael Gage Kaw
Rocky French KTM
Darryl Archer Kaw
250 INT
Jeff Talley Kaw
Lance Sewell Hon
250 EX
Jason Edwards Kaw
Bill Kelly Hon
500 OPEN
Mike Klement Kaw
OVER 25 NOV
Mike Klement Kaw
Brian Colmer Hon
Mark Owens Hon
Darryl Robinson Hon
OVER 25 INT
Tommy Pavelka Kaw
Kerry Hill Suz
OVER 25 EX
Bill Kelly Hon
David Wilson Kaw
OVER 30 NOV
Rocky French KTM
David Buillett
Kelly Parker Yam
Scot Martin Hon
Virgil Anderson Yam
OVER 30 INT
Tommy Pavelka Kaw
Jerry Hill Suz
Rick Humphreys Hon
OVER 40
Ole Finstad Suz
Glenn Cribbs Hon

Send results of races ASAP after the event to: Results, *Cycle News*, P.O. Box 498, Long Beach, CA 90801-0498. Results should be typewritten or printed legibly, and include the type of event, name of race track, city and state where located, date of event, name of person submitting the material, the top five finishers in each class, and the brand of bike each finisher rode.

Getting away from it all feels great. But if you don't respect the environment, there won't be any nature left to get away to.

While you're out there, be responsible and look out for yourself too. Wear a helmet, eye protection and protective clothing.

And before you go, read your owner's manual, and never ride under the influence of drugs or alcohol.

Respecting the environment doesn't mean you can't have fun. It just means the fun will be around for a long time to come.

HONDA
*Come ride with us.*

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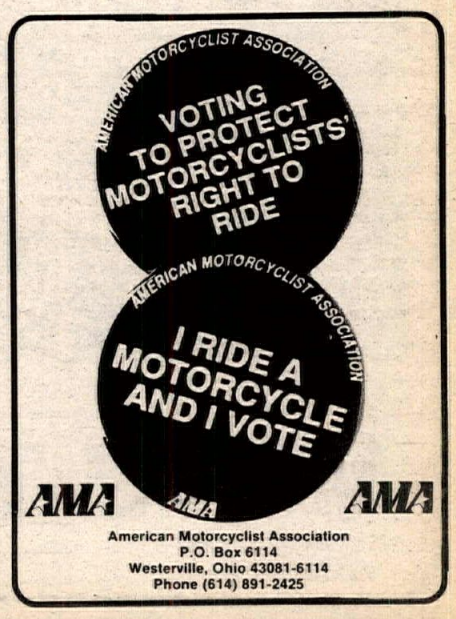


American Motorcyclist Association
P.O. Box 6114
Westerville, Ohio 43081-6114
Phone (614) 891-2425

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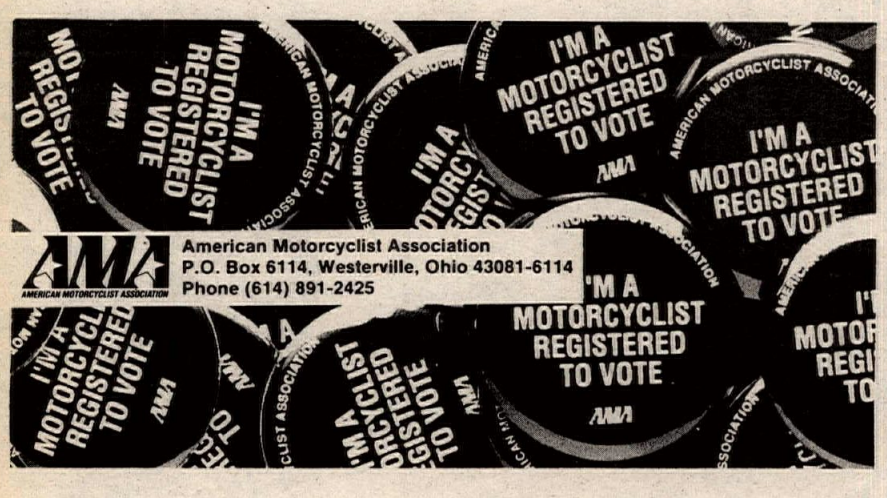
VOTE TO RIDE




AMA
AMERICAN MOTORCYCLIST ASSOCIATION
American Motorcyclist Association
P.O. Box 6114, Westerville, Ohio 43081-6114
Phone (614) 891-2425

VOTE TO RIDE


# IN THE WIND By Papa Wealey

*Continued from page 2*

Davidson in Santa Barbara, California, is seeking a sponsor for the vintage race which will run in conjunction with a superbike race in Mexico City, Mexico, December 4. "I need a TD1C, TD2, TR2, H1R, H2R or Water Buffalo," said Carr. "It's $1000 each for me and a mechanic, all inclusive." Anyone who's interested in picking up the tab and some guaranteed fun, should call Carr at 805/962-5131.

**American Motorcyclist Association membership** totaled **186,361** at the end of September, an increase of 474 members over the previous month and 18,436 in the past year. California can boast of having the most members, 27,387. Pennsylvania is second with 13,987, then comes Ohio with 12,828, New York with 12,129, and Illinois rounds out the top five with 11,452 members. If you don't belong, pull out your MasterCard or Visa card and call 800/AMA-JOIN. Full AMA membership costs just $20 per year and that fee includes a pin, the monthly American Motorcyclist magazine, and many other benefits. If you do belong, sign up a friend or a family member. Immediate family members of those holding full membership can join as associate members for just $10 per year.

More than **$2.5 million in contingencies** will be available to Suzuki RM riders through American Suzuki's 1991 Motocross Contingency and Support Program. Riders competing on Suzuki RMs, regardless of model year, will be eligible for payback down to fifth place or beyond in races conducted by 13 different sanctioning organizations throughout the country. Race support vans will also be on hand to assist Suzuki riders at selected major events and customers purchasing new RMs will receive a free session in the Tony D. MX School. Specific details and class payouts are available at Suzuki dealers.

California Department of Parks and Recreation Director **Henry R. Agonia** announced on October 25 that the department has taken no position on **Proposition 130**, the "Forests Forever" initiative. A private non-profit organization has been using, in a television commercial, a statement by a state park ranger supporting the initiative. Agonia stressed that, although the ranger is a department employee, he does not speak for or in any way represent the department's position on Proposition 130. The California Off Road Vehicle Association recommends a "no" vote on Proposition 130.

Less than two weeks after multi-time Supercross and National MX champ **Rick Johnson** said he was thinking about retiring or perhaps competing in Europe, comes word that he will race in the U.S. next year in the Camel Supercross and 250/500cc National Championship MX Series. "I feel I owe it to the sport to give a good farewell," said Johnson. "I'm going to give it all I've got." Johnson, hampered by a wrist injury this season, finished fourth in the National Championship 500cc MX Series point standings and 15th in the Camel Supercross Series.

The **23rd Annual Presidente/ SCORE Baja 1000**, which takes place in Baja California, Mexico, on November 9, has drawn 290 preentries, 117 of them in the motorcycle or ATV classes.

Australian road racer **Wayne Gardner** will drive an open-wheeled race car during a support race in Adelaide, Australia, in November. The race, which is run on a street circuit, is part of the final round of the 1990 Stanley Tools Australian Drivers Championship. Gardner will drive a Shrike in the Formula Holden event.

England's **Ron Haslam** raced a John Player Norton recently at Brands Hatch in England. Haslam, who rode a factory Cagiva in the 1990 500cc Grands Prix, finished well down in the first race on the rotary, but finished third in the second after a race-long battle with eventual winner Terry Rymer and runner-up Rob McElnea. Haslam continues to experience pain in the oft-injured little finger on his right hand, and may have to have the finger amputated. Haslam's race with Norton was a one-off deal and the Brit is hoping to ride in the GPs again next year, and he has not ruled out the possibility of moving to the 250cc class.

**BORN:** Rex John Williams, son of Suzuki technical service shop supervisor Craig Williams and his wife Linda, September 20 in Corona, California.

**RESIGNED:** Mike Vaughan, director of marketing communications for Kawasaki Motor Corp. USA, effective November 16. Vaughan, who has been with Kawasaki for more than a decade, is joining Ehlert Publishing Group of Wayzata, Minnesota, as associate publisher of the company's personal watercraft and snowmobile magazines.

**BORN:** Thomas Philip Gonter, son of *Cycle News* western advertising sales manager Tom Gonter and his wife Sherri, on October 24 in Orange, California.

**NAMED:** Bill Kentling, as president of Heartland Park Topeka, the Kansas road race and drag race facility. Kentling replaces Bill Smith, who resigned to return to his engineering consulting firm, W.L. Smith Associates. Smith was responsible for the design and construction of the facility and will remain available to the track on a consulting and special project basis. Kentling is the former commissioner of the Major Indoor Soccer League (MISL) and former general manager of the Wichita Wings soccer franchise. He has also held management positions with Pizza Hut, the National Baseball Congress, and the Wichita Eagle-Beacon newspaper.

**MARRIED:** Bill Luck, former Malcolm Smith sales rep for San Diego and Arizona, to Shawna Nash on October 27 in La Jolla, California. The ceremony was performed by Pastor Eric Glover, Broc Glover's brother.

**MARRIED:** Mathew Sheldon, AMA/ CCS Midwest Region road race champ and phone sales manager for Tuf Racing, to Jennifer Milsaps on October 20 in Rockford, Illinois.

**MOVED:** Factory Connection, a suspension tuning service owned and operated by long-time factory mechanic Mike McAndrews, to 80 Belden Rd., Rutland, VT 05701, 802/ 775-6717.

**MARRIED:** Jonathan Cole, purchasing manager for Cycle Experts of Baltimore, Maryland, to Miriam Devor on October 20.

# RESULTS

## Motocross
## I-40 Moto-X
## Lenoir City, TN
## Oct. 13
## By Jennifer Vinson

| | |
|---|---|
| 50 | |
| Justin McElroy | Hon |
| Travis Rimmer | Yam |
| Jason Bault | Yam |
| Dereck Blair | Hon |
| Ricky Irwin | Hon |
| 60 | |
| Byron Robinette | Kaw |
| Scott Blair | Hon |
| Camden Guyton | Kaw |
| JR MINI | |
| Matt Harrison | Kaw |
| Jason Welshan | Kaw |
| Damian Winsor | Suz |
| Byron Robinette | Kaw |
| Scott Blair | Hon |
| SR MINI | |
| Chris Bault | Suz |
| Neal Wilson | Kaw |
| Shayne Chandler | Yam |
| Matt Burt | Hon |
| Craig Nelson | Kaw |
| 125 B | |
| Tommy Owens | Yam |
| Stephne Bobic | Suz |
| 125 C | |
| Wayne Harrison | Kaw |
| Rodney Gardner | Kaw |
| James McGinnis | Hon |
| Jeff Jones | Suz |
| Ruel Jones | Yam |
| 250 C | |
| Jamie Harrison | Suz |
| Jeff Jones | Suz |
| Danny Byrd | Yam |
| Craig Greer | Kaw |
| Mike Linginfelter | Yam |
| 25+ | |
| Tray Batey | Kaw |
| Ruel Jones | Yam |
| Larry Ottinger | Kaw |
| Craig Greer | Kaw |
| Brian Leach | Kaw |
| 30+ | |
| Bob Shannon | Kaw |
| Robert Buchman | Hon |
| 210+ | |
| Gary Reynolds | Kaw |
| Henry Weir | Yam |
| Mark Moore | Hon |
| Tim Hackney | Suz |
| Larry Baker | Yam |
| OPEN | |
| Tray Batey | Kaw |
| Jeff Byrd | Yam |
| Danny Byrd | Yam |
| Tim Nichols | Kaw |
| ENDR | |
| Gary Reynolds | Kaw |
| Henry Weir | Yam |
| Jimmy Eubanks | Hus |
| Robin Giles | Kaw |
| Mike Teffteller | Hon |
| U/L AM | |
| Jeff Byrd | Yam |
| Bo Boles | Suz |

## Motocross
## Moreland's MX
## Stanton, MI
## Oct. 7

| | |
|---|---|
| 80 SR | |
| Adam Martin | |
| Ahmad Owens | |
| 80 C | |
| Kirt DeBoer | |
| Daren Alvesteffer | |
| Danny Murphy | |
| Jason Guernsey | |
| Mark Knoop | |
| 80 7-11 | |
| LeRoy Magoon | |
| Wade Winegar | |
| Matthew Martin | |
| 50 | |
| Chris Reed | |
| Joe Oghston | |
| Nicholas Vaughn | |
| 125 JR | |
| Adam Martin | |
| Chad Miller | |
| Ahmad Owens | |
| 40+ | |
| Robert Chapman Jr. | |
| Douglas Hildebrant | |
| Don Gates | |
| Denny Ferguson | |
| Patrick O'Neill | |
| 125 C | |
| Doug Chaffee | Hon |
| John Avendt | Hon |
| Scott Tundis | Kaw |
| Brandon Moffitt | Hon |
| Todd Tundis | Kaw |
| 125 B | |
| Pete Bengel | Cag |
| Todd Peterson | Hon |
| Gordon Gregory | Hon |
| Mark Cooper | Hon |
| OPEN | |
| David Boes | Kaw |
| Rodney Brezinski | Hon |
| Jerry Smith | Hon |
| John McFarland | Kaw |
| Jeffrey Chapko | |
| +25 | |
| Daniel Chapel | Suz |
| Thomas Boss | Hon |
| Jeffrey Chapko | Yam |
| 250/OPEN C | |
| Alan Burmeister | |
| Kurt McKenzie | |
| Chad Wescoat | |
| James Kreel | |
| Lonny Barber | |
| 250 B | |
| Ryan Weatherby | Yam |
| Jason Bigelow | Yam |
| Richard Nelsn | Hon |
| Neil Hammerle | Yam |
| Greg Ferguson | Hon |
| 250 A | |
| Bradley O'Boyle | Suz |
| Tom DeGuise | Hon |
| Kevin Hildebrant | |
| David Boes | Kaw |
| Greg Dalman | Yam |
| VINT-POOPED SCOOTERS | |
| Richard Stone | Hon |
| Daniel Boyd | Yam |
| Aaron Janus | Hon |
| DRY DOGS | |
| Phillip Hainfin | Yam |

## Short Track
## Electric City Riders
## Schenectady, NY
## Oct. 7
## By Larry Dagostino

| | |
|---|---|
| MINI 50 | |
| Tom Keeley | Yam |
| Cam Rafferty | Yam |
| Sean Heath | Yam |
| Mary Newell | Yam |
| Tom Newell | Yam |
| MINI 60 | |
| Aaron Creamer | Kaw |
| Matt Murray | Kaw |
| MINI 80 | |
| Mark Gourlay | Kaw |
| Morgan Coolbeth | Kaw |
| Aaron Creamer | Yam |
| Matt Murray | Kaw |
| Matt Keeley | Yam |
| SR A | |
| Jay Skidmore | Rtx |
| Norman Laviolette | Kaw |
| Mark Korytkowski | Rtx |
| Charles Suprenant | Bul |
| SR B | |
| William Warford | Yam |
| Joe Gould Jr. | Hon |
| Robert Newell | Yam |
| Joe Gould Sr. | Hon |
| John Laviolette | Yam |
| 125 AM | |
| Don McGirr | Hon |
| Stan Nittiskie | Hon |
| Jason Fuller | Yam |
| Mark Gourlay | Kaw |
| 250 AM | |
| Norm Laviolette | Kaw |
| Justin Coolbeth | Yam |
| Joe Meier | Hon |
| RobertKoy | Kaw |
| 250 EX | |
| Craig Estelle | Suz |
| Duane Veeder | Rtx |
| A.J. Snoop | Oss |
| William Adams | Hon |
| Jay Skidmore | Hon |
| OPEN AM | |
| Richard Eisinger | Hon |
| William Warford | Yam |
| Keith Chandler | Yam |
| Joe Meier | Hon |
| Justin Coolbeth | Rtx |
| OPEN EX | |
| Duane Veeder | Rtx |
| Craig Estelle | H-D |
| Bill Newkirk | Hon |
| Jay Skidmore | Rtx |
| Will Adams | Rtx |

## Hare Scrambles
## Salem MC
## Salem, OH
## Oct. 7
## By M.L. Miller

| | |
|---|---|
| O/A | |
| Jim Bender | Hon |
| JR MINI | |
| Tom Povenski | Suz |
| Joey Sedmak | Hon |
| SR MINI | |
| Eric Darnley | Kaw |
| Nathan Groves | Kaw |
| Rob Lansberger | Kaw |
| Jason Joy | Suz |
| Paul Luth | KX |
| 80-200 | |
| Todd Morain | Hon |
| Robin Sarisky | Hon |
| Dan Frkuska | Kaw |
| Curtis Stantil | Yam |
| Craig Betz | Hon |
| 250 | |
| Gary Younkins | Yam |
| Harold Robinson | Suz |
| Alan Hughes | Kaw |
| Rick Horuat | Hon |
| Robert Brooks | Kaw |
| OPEN | |
| Flip Jendre | KTM |
| Tim Strickland | Hon |
| Ray Varqasota | Hon |
| Jeff Rudrick | KTM |
| Dan Wodicka | Hon |
| SR 1 | |
| Al Choppa | Hon |
| Tom Cozz | Yam |
| Marty Heben | Suz |
| Scott Braden | |
| Bob Bender | KTM |
| SR 2 | |
| Jim Dessoffy | KTM |
| Lewis Harry | Yam |
| Gary Mardis | Hon |
| Henry Huffman | Kaw |
| Sheldon Wolfe | Yam |
| WDSMN | |
| David Knittle | Hon |
| Andy Vance | Hon |
| Jeff Pennell | Hon |
| Terry Ilg | Kaw |
| Rick Mengers | Suz |

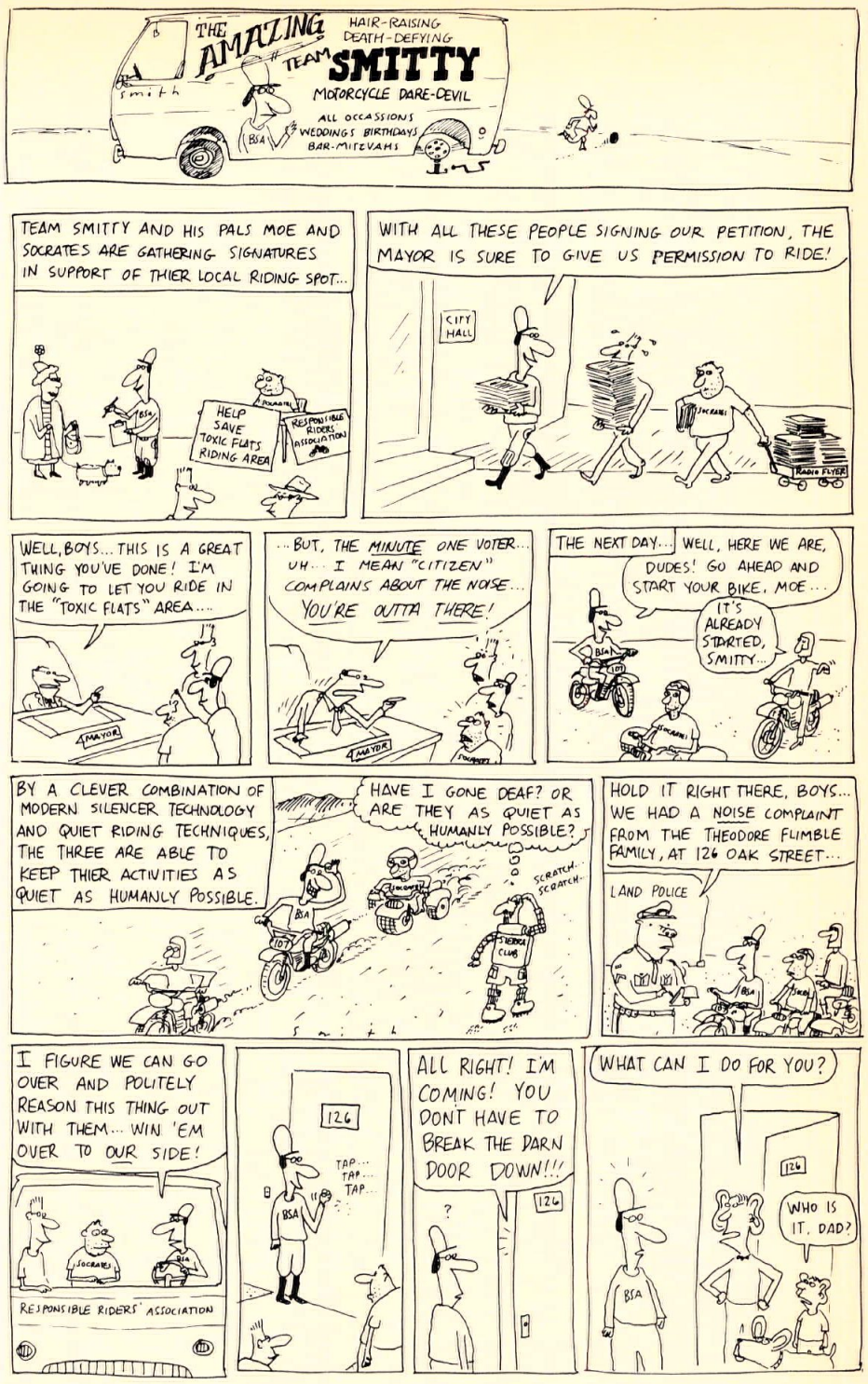
## Motocross
## SIR
## Kent, WA
## Oct. 7
## By Andrew Crain

| | |
|---|---|
| 450 PROD | |
| Paul Hopper | Yam |
| Paul Luding | Yam |
| Amede Honeycutt | Yam |
| Mike Ruedebusch | Yam |
| Chris May | Yam |
| 600 PROD | |
| John Heale | Yam |
| Troy Burstyk | Yam |
| Doug Kadlec | Yam |
| Shawn McDonald | Yam |
| Steve Dahlstrom | Yam |
| Bruce Lind | Yam |
| 750 PROD | |
| Tim Heale | Suz |
| Terry Williams | Suz |
| Sean Smith | Hon |
| John Heale | Yam |
| John Wetzel | Kaw |
| OPEN PROD | |
| Sean Smith | Hon |
| Bruce Lind | Suz |
| James Baily | Suz |
| Erdic Seward | Yam |
| Sean O'Brian | |
| 450 S/BK | |
| Timothy Heale | Yam |
| Kevin Meagher | Yam |
| Dave Heinricks | Yam |
| Paul Hopper | Yam |
| Aaron Rawley | Yam |
| 600 S/BK | |
| Marvin Braun | Yam |
| Troy Burstyk | Yam |
| Bruce Lind | Yam |
| Steve Dahlstrom | Yam |
| Eric Seward | Yam |
| 750 S/BK | |
| Troy Burstk | Yam |
| Randy Shemwell | Suz |
| John Jones | Kaw |
| Sean SMith | Hon |
| James Bailey | Suz |
| F-3 | |
| Karl Schenk | Kaw |
| Patric Salmon | Hon |
| Bruce Bille | Suz |
| F-2 | |
| Doug Renfrow | Yam |
| Marvin Braun | Yam |
| Steve Littlejohn | Yam |
| John Heale | Yam |
| Bruce Lind | Yam |
| F-U/L | |
| Marvin Braun | Yam |
| Steve Littlejohn | Hon |
| Doug Renfrow | Suz |
| Gary Clark | Suz |
| Randy Shemwell | Suz |
| 650 BOTT | |
| Dave Rookaird | Hon |
| Jeff Pechtel | Kaw |
| John Davidson | Hon |
| Tom Davies | Hon |
| Rick Salmon | Hon |
| OPEN BOTT | |
| Phill Domblins | Yam |
| Gus Denzler | MG |
| Rick Salmon | Hon |
| David Rookaird | Hon |
| Tom Davies | Hon |
| OPEN SGL DINO | |
| Robert Cambell | Suz |
| Scott Fredricks | Hon |
| Randy Grien | Suz |
| Brian Henderson | BMW |
| VINT | |
| Rich Levert | Hon |
| Patrick Salmon | Hon |
| Duncan Craick | Nor |
| NOV | |
| Sean O'Brian | Suz |
| Jeff Shults | Yam |
| Tony Evered | Hon |
| Shawn Gist | Suz |
| Todd Cuson | Suz |

## Motocross
## NESC
## Middleboro, MA
## Oct. 7

| | |
|---|---|
| 125 EX | |
| John Dowd | Kaw |
| Bill Dzielak | Hon |
| Pat Barton | Suz |
| Mike Treadwell | Kaw |
| Tony Lorusso | Yam |
| 200+ EX | |
| John Dowd | Kaw |
| Mike Treadwell | Kaw |
| Pat Barton | Suz |
| Jim Boschen | Kaw |
| Ted Blackman | KTM |
| 125 AM | |
| Jason Fowler | Kaw |
| Doug Conrad | Kaw |
| Brian ustin | Suz |
| Dan Boone Jr. | Kaw |
| Brett Nichols | Suz |
| 200+ AM | |
| Bert Drouin | Hon |
| Tom Dowd | Yam |
| Kury McGrath | Yam |
| Kevin Lobisser | Suz |
| Mike Brogan | KTM |
| 85 BEG | |
| Tobey Faugano | Kaw |
| John Silvia | Kaw |
| Ryan Heilman | Suz |
| Dennis Collier | Hon |
| Corey Dias | Hon |
| 85 JR | |
| Matt Bishop | Kaw |
| Gerry Lashway | Kaw |
| Clint Rooney | Hon |
| Gary Collette | Suz |
| Joe Russo Jr. | Hon |
| 85 SR | |
| Ed Lyons | Suz |
| Pat Outericky | Kaw |
| Chris Fiandaca | Suz |
| Larry Lashway | Kaw |
| David Souza | Kaw |
| 125 YTH BEG | |
| Tom Samelis | |
| Steve Ellis | Suz |
| Stuart Popovich | Hon |
| Greg Johnson | Hon |
| Jason Fitzgerald | Kaw |
| 125 YTH JR | |
| Austin Squires | Yam |
| Brian Hawkins | Hon |
| Kevin Harrington | Suz |
| Chris Harris | Suz |
| Ted Serpa | Kaw |
| 125 YTH SR | |
| Doug Conrad | Kaw |
| Jason Fowler | Kaw |
| Adam Dupont | Suz |
| Dan Booner Jr. | Kaw |
| Ed Lyons | Suz |
| VET | |
| Don Grahn | Hon |
| Jim Meenan | Suz |
| Richard Crooker | KTM |
| Craig Seekins | Suz |
| Dan MacNeil | Hon |
| SR VET | |
| David Clemence | Hon |
| Ron Vincent | Yam |
| Gary Mikalson | Yam |
| Ken D'Angelo | Hon |
| John Barone Sr. | Hon |
| 40+ VET | |
| Les Merrill | Hon |
| John Barone Sr. | Hon |
| Lou Colon | Yam |
| John Linnens | Hon |
| Frank Lajeunesse | KTM |
| VET INT | |
| Mike Walsh | Kaw |
| J.B. Hopkins | Suz |
| Chris Knuth | Hon |
| Eric Myers | Hon |
| Bill Borges | Hon |
| 125 NOV | |
| Steve Ross | Hon |
| Greg Johnson | Hon |
| Pat Szabo | Suz |
| Terry Maihak | Hon |
| Jason Drake | Suz |
| 250 NOV | |
| Richard Carr | Kaw |
| Gary Lounds | Yam |
| Richard Langella | Suz |
| Graham Rogers | Suz |
| Scott Fletcher | Kaw |
| OPEN NOV | |
| Richard Lallier | Hon |
| Steve Jason | Suz |
| Richard Carr | Kaw |
| Richard Langella | Suz |
| Gary Pounds | Yam |

**Send results of races ASAP after the event to: Results, *Cycle News*, P.O. Box 498, Long Beach, CA 90801-0498. Results should be typewritten or printed legibly, and include the type of event, name of race track, city and state where located, date of event, name of person submitting the material, the top five finishers in each class, and the brand of bike each finisher rode.**





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| ___ | ATV News Stickers at 4 for $1.00, 25 for $5.00 | ___ |
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It all adds up to the best four-stroke Honda has ever put off the road. With maybe one possible exception—its nimble enduro brother, the XR 250R.

In fact, if you want to catch up with Honda's latest four-stroke dirt machines, the back of a truck probably isn't the best place to do it.

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### AMA NATIONAL CHAMPIONSHIP HARE SCRAMBLE SERIES

9 Events x 2 Classes
$27,275 (Gift Certificates)

4-STROKE B:
1st $300 2nd $150 3rd $ 75

4-STROKE A:
1st $500 2nd $300 3rd $150

Event Overall—$1000
Overall Series Championship—$5000

### AMA NATIONAL CHAMPIONSHIP ENDURO SERIES

9 Events x 2 Classes
$27,275 (Gift Certificates)

4-STROKE B:
1st $300 2nd $150 3rd $ 75

4-STROKE A:
1st $500 2nd $300 3rd $150

Event Overall—$1000
Overall Series Championship—$5000

### AMA NATIONAL CROSS COUNTRY CHAMPIONSHIP SERIES

12 Events x 2 Classes
$34,700 (Gift Certificates)

4-STROKE B:
1st $300 2nd $150 3rd $ 75

4-STROKE A:
1st $500 2nd $300 3rd $150

Event Overall—$1000
Overall Series Championship—$5000

### AMA NATIONAL HARE & HOUND SERIES

7 Events x 3 Classes
$12,175 (Gift Certificates)

250
OPEN
VET

1st $300 2nd $150 3rd $ 75

Event Overall—$500
Overall Series Championship—$5000

### BLACKWATER 100

1 Event x 2 Classes
$2475 (Gift Certificates)

4-STROKE B:
1st $300 2nd $150 3rd $ 75

4-STROKE A:
1st $500 2nd $300 3rd $150

Event Overall—$1000

### BARSTOW TO VEGAS

1 Event x 16 Classes
$16,200 (Gift Certificates)

176-250 INT
176-250 EXP
251-OPEN INT
251-OPEN EXP
0-250 VET 30+ INT
0-250 VET 30+ EXP
251-OPEN VET 30+ INT
251-OPEN VET 30+ EXP
0-250 SEN 40+ INT
0-250 SEN 40+ EXP
251-OPEN SEN 40+ INT
251-OPEN SEN 40+ EXP
SUPER SEN 50+ INT
SUPER SEN 50+ EXP
WOMEN INT
WOMEN EXP

1st $500 2nd $300 3rd $150
Event Overall—$1000

### S.C.O.R.E. INTERNATIONAL

PARKER 400, SAN FELIPE 250, BAJA INTERNATIONAL, BAJA 1000

4 Events x 4 Classes
$19,200 (Cash Payout)

21-250
22-OPEN
30-30+
38-38+

1st $500 2nd $300 3rd $150
Event Overall—$1000

### ALLIGATOR ENDURO

1 Event x 2 Classes
$2475 (Gift Certificates)

4-STROKE B:
1st $300 2nd $150 3rd $ 75

4-STROKE A:
1st $500 2nd $300 3rd $150

Event Overall—$1000

### AMA ISDE QUALIFIER SERIES

7 Events x 2 Classes
$32,200 (Gift Certificates)
LETTER OF INTENT RIDERS ONLY
0-350 4-STROKE
500+ 4-STROKE
1st $1000 2nd $500 3rd $300
Event Overall—$2000

Extra Bonus
For XR riders that qualify for the US ISDE Team and compete in the 1991 ISDE and win the following awards:

| | |
|---|---|
| Gold Medal | $3000 |
| Silver Medal | $2000 |
| Bronze Medal | $1000 |

### NETRA ENDURO SERIES

12 Events x 1 Class
$28,400 (Gift Certificates)

4-STROKE
1st $500 2nd $300 3rd $150

Event Overall—$1000
Overall Series Championship—$5000

### SETRA ENDURO SERIES

14 Events x 2 Classes
$39,650 (Gift Certificates)

4-STROKE B:
1st $300 2nd $150 3rd $ 75

4-STROKE A:
1st $500 2nd $300 3rd $150

Event Overall—$1000
Overall Series Championship—$5000

### ECEA ENDURO SERIES

20 Events x 2 Classes
$54,500 (Gift Certificates)

4-STROKE B:
1st $300 2nd $150 3rd $ 75

4-STROKE A:
1st $500 2nd $300 3rd $150

Event Overall—$1000
Overall Series Championship—$5000

**ALWAYS WEAR A HELMET, EYE PROTECTION AND PROTECTIVE CLOTHING, AND PLEASE RESPECT THE ENVIRONMENT. Obey the law, and read your owner's manual thoroughly. *At participating Honda Dealers only. XR,™ TX-10,® Pro-Honda™ and Hondaline® are Honda trademarks. © 1990 American Honda Motor Co., Inc. (12/90)**

# CYCLE NEWS

Guy Cooper
125cc MX National Champion

Jeff Ward
500cc MX National Champion

Jeff Stanton
Camel Supercross/
250cc MX National Champion

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☐ CHARGE MY ☐ VISA ☐ MASTERCARD

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*EXPIRATION DATE* _____

*SIGNATURE* _____

NAME _____
(please print clearly)

ADDRESS _____

CITY _____ STATE _____ ZIP _____

PHONE NUMBER ( ) _____ ORDER DATE _____

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ADDRESS _____

CITY _____ STATE _____ ZIP _____

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